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NINTH ANNUAL REPORT

OF THE

COMMISSIONER OF RAILROADS AND TELEGRAPHS

OF OHIO

FOR THE YEAR ENDING JUNE 30, 1875.



COLUMBUS:
NEVINS & MYERS, STATE PRINTERS.
1876.

REPORT.

OFFICE COMMISSIONER OF RAILROADS AND TELEGRAPHS,
COLUMBUS, OHIO, *December 6, 1875.*

To the HON. WILLIAM ALLEN, Governor of Ohio:

SIR: I have the honor to submit to you my second annual report—the ninth made from this department since created by act of April 5, 1867—covering the traffic and operations for the year ending June 30, 1875, upon the railway lines of the State, tabulated comparisons of the more important items connected with their extent, growth, characteristics, cost, debt, income, etc., with full copies of reports as made by the several companies, in accordance with law, to this office.

Unwearied pains have been taken to secure accuracy as to all points, and the results in most cases are perhaps all that can be reasonably expected, where it is evident no uniform system is in use by companies in keeping of the required accounts, as there should and must be in order to making statistics and deductions from them of the greatest value.

The general depression, to which reference was made in my previous report as then existing and affecting all branches of industry and business, still continues, and its effects are felt as serious obstacles to the procuring means to build new lines that are projected, or even to complete others already in progress. On many of these, work for the present has been mainly suspended.

The following brief summary of the doings and operations of the past year is confined to the 56 corporations specified under the head of "Railway Companies" immediately following.

There has been only 86½ miles of new main track—including corrections—laid with rail within the year in Ohio—125 miles less, or about two-fifths of length completed preceding year.

The number of passengers reported carried over entire lines was 17,193,948, an increase of 1,706,654.

Of freight, 25,750,501 tons yielding revenue were transported, an increase of 145,725 tons, excluding supplies carried for company's use.

The gross earnings reported for entire lines operated were \$64,495,325.83, against \$70,928,194.67 last year, a decrease of \$6,432,868.84, nearly 11 per cent.

The net earnings were \$17,515,686.91, against \$19,798,169.39 for year previous, being \$2,272,482.43 less, or a fraction over 11 per cent. decrease, and amounting to only 3 per cent. upon the paid-in capital stock and indebtedness of the companies owning the lines operated.

Passenger earnings were \$17,116,524.48, a falling off of \$5,779.82 from last year.

The earnings from freight transportation were \$43,230,930.11, being \$6,377,646.41 less than amount derived from this source last year, and a decrease of 12.83 per cent.

The companies report a total paid-in capital stock of \$267,013,980.19, with \$269,416,732.92 of bonds issued and other indebtedness amounting to \$31,808,044.45; an aggregate liability of \$568,238,757.56.

The interest paid amounts on funded debt to \$12,691,903.72, and on other debt to \$685,081.36.

Dividends are reported as paid on preferred stock of \$773,456, and \$5,604,335.09 on common stock.

The aggregate length of main line and branches owned or leased is 8,219 miles, the traffic, etc., reported, however, being upon 7,489 miles.

The proportions for Ohio are, of

Capital stock paid in.....	\$151,386,011.78
Funded debt.....	141,460,925.60
Other debt.....	19,829,115.02
Total debt.....	161,290,040.62
Total stock and debt.....	315,676,052.40
Miles of main track laid with rail.....	4,160.93
Miles of double track, siding, etc.....	1,189.66
Total earnings (against \$37,177,129.74 last year).....	\$35,354,117.60
Net earnings (\$10,113,855.89 last year).....	9,684,059.46
Number of employees (increase of 5).....	27,716

RAILWAY COMPANIES.

Reports are due from fifty-six corporations, which have roads wholly or partly within the State, either completed and operated, or having some portion laid with rail. Fifty-one of these companies have filed their reports; four, namely: the Bowling Green, length 5.33 miles; the Cleveland, Tuscarawas Valley and Wheeling—purchasers at judicial sale of the Lake Shore and Tuscarawas Valley Railway; the Eastern Ohio, 7.75, and the Toledo and State Line, 1.17 miles, being the first made by them.

Two companies, the Harrison Branch and the Cincinnati and White-water Valley, whose lines, only aggregating a fraction over 9 miles, were under lease to the White Water Valley Railroad Company of Indiana, are unable to report, owing to the line and effects of the lessee being placed in hands of a receiver. The operations upon the North Columbus,

which at present is of the nature of a street railroad, in making efforts to extend its line northward to Worthington, on the Cleveland, Columbus, Cincinnati and Indianapolis road, have been so obstructed and circumscribed that a full report in its case has been dispensed with.

The Chicago and Canada Southern, and Toledo, Canada Southern and Detroit companies have also failed to report. Blanks were duly furnished for the purpose, and attention called to omission by letter and telegram, but without result.

Length of track, amount of stock, debt, construction, etc., of these five last named companies are given as shown by report for 1874. Where roads are leased, the report made by the company owning is supplemented by one from the lessee, giving the traffic, earnings, etc., thereon.

The following list gives, in alphabetical order, the name of each road and by whom operated.

1. Ashtabula, Youngstown and Pittsburgh Railroad—by Pennsylvania Company.
2. Atlantic and Great Western Railroad—Receiver.
3. Atlantic and Lake Erie Railway—Construction Company.
4. Baltimore, Pittsburgh and Chicago—Baltimore and Ohio Railroad Company.
5. Baltimore Short Line Railway—Marietta and Cincinnati Railroad Company.
6. Bowling Green Railroad—Company.
7. Central Ohio Railroad—Baltimore and Ohio Railroad Company.
8. Chicago and Canada Southern Railway—Canada Southern Railway Company.
9. Cincinnati and Baltimore Railway—Marietta and Cincinnati Railroad Company.
10. Cincinnati, Hamilton and Dayton Railroad—Company.
11. Cincinnati, Hamilton and Indianapolis Railroad—Cincinnati, Hamilton and Dayton Railroad Company.
12. Cincinnati and Indiana Railroad—Indianapolis, Cincinnati and Lafayette Railroad Company.
13. Cincinnati and Muskingum Valley Railway—Pittsburgh, Cincinnati and St. Louis Railway Company.
14. Cincinnati, Richmond and Chicago Railroad—Cincinnati, Hamilton and Dayton Railroad Company.
15. Cincinnati, Sandusky and Cleveland Railroad—Company.^a
16. Cincinnati and Springfield Railway—Cleveland, Columbus, Cincinnati and Indianapolis Railway Company.
17. Cincinnati and Whitewater Valley Railroad—White Water Valley Railroad Company.
18. Cleveland, Columbus, Cincinnati and Indianapolis Railway—Company.
19. Cleveland and Mahoning Valley Railway—Atlantic and Great Western Railroad Company.
20. Cleveland, Mt. Vernon and Delaware Railroad—Company.
21. Cleveland and Newburgh Railroad—Company.
22. Cleveland and Pittsburgh Railroad—Pennsylvania Company.

^a Except 24 miles, Springfield to Dayton, leased to Cincinnati and Springfield Railway Company, and included in its line.

23. Cleveland, Tuscarawas Valley and Wheeling Railway—Company.
24. Columbus, Chicago and Indiana Central Railway—Pittsburgh, Cincinnati and St. Louis Railway Company.
25. Columbus and Hocking Valley Railroad—Company.
26. Columbus, Springfield and Cincinnati Railroad—Cincinnati, Sandusky and Cleveland Railroad Company.
27. Columbus and Xenia Railroad—Pittsburgh, Cincinnati and St. Louis Railway Company.
28. Dayton and Michigan Railroad—Cincinnati, Hamilton and Dayton Railroad Company.
29. Dayton and Union Railroad—by Trustees.
30. Eastern Ohio Railroad (not incorporated)—Company.
31. Gallipolis, McArthur and Columbus Railroad—not operated.
32. Harrison Branch Railroad—White Water Valley Railroad Company.
33. Iron Railroad—Company.
34. Lake Erie and Louisville Railway—Receiver.
35. Lake Shore and Michigan Southern Railway—Company.
36. Lawrence Railroad—Pennsylvania Company.
37. Little Miami Railroad—Pittsburgh, Cincinnati and St. Louis Railroad Company.
38. Mahoning Coal Railroad—Lake Shore and Michigan Southern Railway Company.
39. Mansfield, Coldwater and Lake Michigan Railroad—Pennsylvania Company.
40. Marietta and Cincinnati Railroad—Company.
41. Marietta, Pittsburg and Cleveland Railway—Company; since 5th August by Receiver.
42. Massillon and Cleveland Railroad—Cleveland, Mt. Vernon and Delaware Railroad Company.
43. Newark, Somerset and Straitsville Railroad—Baltimore and Ohio Railroad Company.
44. North Columbus Railway—Company.
45. Ohio and Mississippi Railway—Company.
46. Ohio and Toledo Railroad—Company.
47. Painesville and Youngstown Railroad—Company.
48. Pittsburgh, Cincinnati and St. Louis Railway—Company.
49. Pittsburgh, Ft. Wayne and Chicago Railway—Pennsylvania Company.
50. Rocky River Railroad—Company.
51. Sandusky, Mansfield and Newark Railroad—Baltimore and Ohio Railroad Company.
52. Toledo, Canada Southern and Detroit Railway—Canada Southern Railway Company.
53. Toledo and Maumee Narrow Gauge Railroad—Company.
54. Toledo and State Line Railroad—Pennsylvania Company.
55. Toledo, Tiffin and Eastern Railroad—Pennsylvania Company; and
56. Toledo, Wabash and Western Railway—by a Receiver,

making twenty operated by company owning road or by a receiver, twenty-eight by lessees, and one by Construction Company—four not being operated.

Six companies heretofore reporting as having lines in process of construction—the Chicago and Atlantic (which advises no change except

having secured about \$20,000 additional subscriptions to its stock), Cincinnati Railway Tunnel, Columbus and Toledo, Michigan and Ohio, the Valley, and the Wheeling and Lake Erie—report such progress as has been made by each during the past year; and under the head of “Railroad Companies Organized” will be found eleven which furnish list of directors and officers elected, as required by act of April 24, 1873.

LENGTH.

Including, as in previous years, 236 miles operated under lease by the Toledo, Wabash and Western Railway Company, the traffic and earnings on which are kept distinct and do not appear in report made by that company to this office, and the line of the White Water Valley road, for which no report was made for the past year, the aggregate length of main line and branches operated is 8,219 miles. This increase of 410 miles in length over that reported for 1874 is mainly accounted for by completion of the Baltimore, Pittsburgh and Chicago, and the acquisition by the Ohio and Mississippi Company of its “Springfield Division.”

Of sidings and other tracks there are 2,087 miles—71 more than last year—making a total of 10,306 miles of track laid with rail, nearly 14 per cent. of which ($1,432\frac{1}{2}$) is steel.

The lines as operated vary in length from the Cleveland and Newburgh—3.33 miles, to that of the Lake Shore and Michigan Southern, 1,175.39; and average for the forty-one, 195.66 miles.

COST.

The aggregate reported cost for constructing 3,434.30 miles, laid with rail and owned by forty companies, reporting this item separate from equipment, but including 653.46 miles of additional track graded, not ironed, is \$176,353,450.65. The lines of eighteen being either leased or in progress, the companies own no rolling stock. The cost of rolling stock, reported separately by twenty-four companies representing 2,524.72 miles, is \$28,333,941.90; while fifteen, with 3,927.75 miles of line, give cost of road and equipment combined at \$289,654,811.48—a total of \$494,342,204.03.

This amount, divided upon 7,362 miles of completed main track laid with rail, gives an average of \$67,107 per mile.

The amount expended for construction by the six companies having lines in progress, with a proposed length of 1,294 miles, of which 130 is graded, is \$1,882,702.73. Of this \$830,137.59 appears in report of the Valley Railway Company, which has over 42 miles graded, with 17 bridges and 3 trestles built. There appears to have been only \$187,800 expended upon these lines within the past year.

This makes the aggregate cost and expenditure \$496,224,906.76, an increase since previous report of \$11,956,122.97; about one-half of which amount, however, results from now including the entire line and cost of the Baltimore, Pittsburgh and Chicago Railway in place of the Ohio Division, and about \$700,000 of the Michigan Division of the Mansfield, Coldwater and Lake Michigan Railroad, now first making a combined report.

STOCK AND DEBT.

The amount of capital stock paid in of the entire sixty-two companies reporting is \$268,507,543.68—an apparent increase within the year of \$3,549,923.20—\$2,003,165 of which appears in the report of the Mansfield, Coldwater and Lake Michigan; \$1,500,000 being issued to trustees to apply on construction contract with the Pennsylvania Company.

The bonded indebtedness is given as \$269,470,632.92, and unfunded debt (not deducting cash, securities, etc., available to payment), \$32,101,384.31, a total of \$301,572,017.23—an increase of \$11,645,317.37 of funded, and \$12,228,702.39 other debt; and a total of paid-in stock and debt of \$570,079,560.91, being an increase of the combined items of \$27,123,942.96.

EQUIPMENT.

A comparison with 1874 report shows but little change in aggregates of rolling stock as then given. Deducting 40 standard gauge locomotives, reported by the Atlantic and Great Western Company last year as not in use, not now appearing, there is an increase of 22; of 31 express and baggage cars, 20 passenger, and 71 other cars; and a decrease in number of 22 sleeping and parlor coaches, and 761 freight cars.

There are 7,119½ miles of telegraph line reported, with offices at 1,102 stations.

The passenger and freight stations number 1,727, and 48,216 persons are reported as employes.

OHIO.

On 30th June there was within the State 1,460.93 miles of track in main line and branches laid with rail, and 1,189.66 of sidings and other tracks—a total of 5,650.59 miles; an average of one mile of track to each 7.07 square miles of territory, and to each 172 of the population. This is an increase for the year of 86.48 miles of main and 17.63 of other track, or total of 134.11 miles; and 125 miles less of main track and 49 miles less of sidings than was laid the previous year. This meagre result shows how seriously railway enterprise and construction has been crippled and paralyzed.

The increase of main track is accounted for as follows:

Atlantic and Lake Erie Railway, new.....	7.30 miles.
Baltimore, Pittsburgh and Chicago Railway, new.....	15.55 "
Baltimore Short Line Railway, new.....	30.33 "
Bowling Green Railroad, new.....	5.33 "
Chicago and Canada Southern Railway, correction.....	3. "
Eastern Ohio Railroad, new.....	7.75 "
Lake Shore and Michigan Southern Railway, correction.....	.01 "
Ohio and Toledo Railroad, new.....	4.50 "
Painesville and Youngstown Railroad, new.....	11.50 "
Pittsburgh, Cincinnati and St. Louis Railway, correction.....	.70 "
Toledo and Maumee Narrow Gauge Railroad, additional.....	.50 "
Toledo and State Line Railroad, new.....	4.17 "
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	90.64 "
Less Atlantic and Great Western Railroad, taken up.....	.446
Lake Erie and Louisville Railway, correction.....	.68
Lawrence Railroad, correction.....	.02
Marietta and Cincinnati Railroad.....	.54
Marietta, Pittsburg and Cleveland Railway.....	.2.
Massillon and Cleveland Railroad, correction.....	.27
Pittsburgh, Ft. Wayne and Chicago Railway, correction....	.20
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	4.156
Net increase.....	86.484 miles.

RAILWAY MILEAGE IN OHIO EACH YEAR FROM 1841 TO 1875, INCLUSIVE.

1841.....	36	1859.....	2,897
1842.....	84	1860.....	2,974
1843.....	84	1861.....	3,024
1844.....	84	1862.....	3,024
1845.....	84	1863.....	3,051
1846.....	84	1864.....	3,051
1847.....	129	1865.....	3,176
1848.....	274	1866.....	3,197
1849.....	274	1867 ^a	3,214
1850.....	299	1868 ^a	3,256
1851.....	572	1869 ^a	3,324
1852.....	890	1870 ^a	3,376
1853.....	1,385	1871 ^a	3,457
1854.....	1,500	1872 ^a	3,787
1855.....	1,641	1873 ^a	4,163
1856.....	1,869	1874 ^a	4,374
1857.....	1,880	1875 ^a	4,461
1858.....	2,788		

^aFrom 1867 each year ends June 30.

COST.

The aggregate cost of this 4,461 miles laid with rail is \$276,470,817.86, but this includes, however, the grading of about 200 miles additional track, the separate cost of which is not given. Divided upon the completed line, this is an average per mile of \$61,975 07. There is also reported as expended within the State upon the lines of the Chicago and Atlantic, Cincinnati Railway Tunnel, Columbus and Toledo, the Valley, and the Wheeling and Lake Erie Companies, the additional amount of \$1,843,194.62, making the total expenditures for cost and construction \$278,314,012.48—an increase over amount reported last year of \$5,376,200.19, in addition to the excluding of \$141,000 then entered, being certificates of stock issued by the Cincinnati and Great Northern Railroad Company for the purpose of acquiring 50 miles of the line in its proposed road, which had been previously graded by the old Cincinnati and Mackinaw Company, the amount to balance being carried to construction account.

CAPITAL STOCK.

Omitting the \$141,000 issued by the Cincinnati and Great Northern, just referred to, but assuming that of the Mansfield, Coldwater and Lake Michigan (not adjusted or determinable by its report) to be as given in 1874, and that no changes have occurred in the Chicago and Canada Southern, or Toledo, Canada Southern and Detroit Companies, there is an increase for the year of the paid-in capital stock representing the line constructed, and that in progress within the State, of \$2,167,122.13, making a total for Ohio of \$152,714,519.27, or nearly 57 per cent. of entire capital stock.

Of this amount 23.40 per cent., or \$35,536,797.68, is reported as held by 17,569 citizens of Ohio. This is exclusive of amount thus held of the stock of the Cincinnati, Sandusky and Cleveland, Dayton and Michigan, Sandusky, Mansfield and Newark, and Toledo, Wabash and Western Companies; and of the Chicago and Atlantic, the Cincinnati Railway Tunnel, and the Wheeling and Lake Erie, in progress, not reporting this item.

FUNDED AND OTHER DEBT.

There is an increase in amount of bonded indebtedness reported of \$7,678,270.84 (5.62 per cent.), making \$141,514,825.60. The net floating debt (deducting means available to its liquidation) is \$16,732,260.61, being increased 7.28 per cent., or \$1,135,450.07 since previous report.

This gives as total net debt of railway companies in Ohio \$161,247,986.21, and a total increase of debt of \$8,813,720.91.

The aggregate of paid-in capital stock and debt is \$313,961,005.51—an

increase for the year of \$10,980,843.04; that of stock being 1.57, of debt 5.78, or, combined, of a fraction over 3.68 per cent.

RAIL LAID, ETC.

There has been laid, of steel rail, 171 miles; of new iron, 236.50; of rerolled, 318.50, and of repaired rails, 167.50—a total of 893.50 miles, or 16 per cent. of entire tracks relaid within the past year, which, however, is 393.50 miles less than for the year preceding. About 10 per cent. of the length reported was new line, as will be seen by reference to page 9.

Forty-nine bridges, namely, 24 iron, 1 stone, and 24 wood, aggregating 6,081 feet, were built or completed since previous report.

Of fencing, 560.24 miles was built, the reported cost varying from \$1 to \$1.75 per rod.

One stone tunnel, 750 feet in length, is reported as having been constructed on the Marietta, Pittsburg and Cleveland road, and two, measuring 1,844 feet, through the natural rock, by the Atlantic and Lake Erie Company.

There is a reported expenditure within the year for construction of new work, which includes the grading of 67 miles of line not laid with rail, of \$7,005,596.84.

LOCOMOTIVE AND CAR MILEAGE.

The total mileage of locomotives hauling trains reported, is 57,753,510, or 1,699,892 less than for year ending the 30th of June, 1874. The White Water Valley Company, then reporting a mileage of 176,204, makes no returns now, while the Cleveland, Mt. Vernon and Delaware, the Cleveland, Tuscarawas Valley and Wheeling, the Ohio and Toledo, and the Painesville and Youngstown, not then included, give this year an aggregate of 688,020; the result being a decrease on the lines reporting last year of 2,211,708. The loss occurs in hauling freight trains, given as 35,808,698, which is 4,013,316 less. The total of hauling passenger trains is 15,450,921, an increase of 628,942, and other trains, 6,493,891, a gain of 1,684,482. This shows the actual decrease for the year to be 1,599,892. The Marietta, Pittsburg and Cleveland Company fail to report this item as required.

The mileage of passenger, express, and baggage cars, exclusive of the White Water Valley, giving last year 214,715, but making no report now, and of the Marietta, Pittsburg and Cleveland, and Toledo, Wabash and Western failing to return car mileage, is 55,727,022, a decrease of 96,401.

The mileage given of freight cars, loaded, is 396,135,736, a decrease of 74,819,164, or 15.88 per cent., and of empty cars, 100,503,319, 13,424,739 (11.78 per cent.) less than last year, which, in comparison, is not a corresponding decrease in the latter.

The mileage of caboose and other cars, 30,681,563, is 2,103,568 less than by preceding report; and the total car mileage, 583,067,610, shows a falling off of 90,123,872, or of 13.43 per cent.

EARNINGS.

There is an increase reported within the State, of line operated the past year, of 188.45 miles, making the total 4,383.76 miles, or 58.53 per cent. of operated line reporting to this office. The gross earnings thereon were \$35,251,117.60, or \$8,042 per mile; 26.54 per cent. being derived from passenger transportation, 67.03 from freight, 2.10 from mail, and 2.19 from express services; the remaining 2.04 per cent. being from all other sources, including rents.

This is \$579 per mile less than the average for the entire line; \$819.59 less than by report for year previous, and a total falling off of \$1,923,012.14, or 5.17 per cent., upon 4.49 per cent. greater length of line.

It will be observed that the per cent. of passenger earnings increased 2.06 per cent., while there was a decrease of 2.92 per cent. in freight earnings, as compared with report made last year.

OPERATING EXPENSES.

The expense per mile of operating has been \$5,833.61, \$617.23 less than for year ending June 30, 1874, being a total of \$25,573,058.14, distributed as follows: Maintenance of way and structures, 24.95 per cent.; maintenance of cars, 8.; motive power, 17.13; conducting transportation, 12.53; taxes, 4.52, and the other general expenses of operating, 2.87 per cent.

The per cent. of operating expenses to earnings, excluding the Painesville and Youngstown (narrow gauge), upon which the reported earnings appear to have cost over 171 per cent., causing a deficit of nearly \$24,000, the Straitsville Division of the Baltimore and Ohio, showing a cost of 103.56 per cent., and the combined reports of the Lake Shore and Tuscarawas Valley and its successor by purchase, with change of name, the Cleveland, Tuscarawas Valley and Wheeling, apparently averaging only 52 per cent., varied from 53.02 per cent. upon the Cleveland and Pittsburgh to 96.21 upon the Cincinnati, Hamilton and Indianapolis.

The average cost for entire lines is 72.81 per cent., and a fraction less (72.54) for the portion within the State. The average cost per mile of operating is \$439.51 less than amount computed for entire lines. The result gives for Ohio, as total

NET EARNINGS.

Deducting deficits before mentioned, \$9,681,059.46; yielding only as the

net result of the year's business within a fraction of 3 per cent. upon the paid-in stock and debt of these lines within the State.

This is \$2,208.39 per mile, which is \$202.36 less than for year previous, and a decrease in total amount of \$1,192,388.76, or 10.96 per cent. upon the greater length of line now operated.

PASSENGERS.

The reported number of passengers carried is 17,193,948—1,706,654 of an increase for the year, or 11.02 per cent. The total mileage, or number carried one mile, is 654,804,294, at an average rate per mile of 2.614 cents, varying from 1.944 cents on the Baltimore, Pittsburgh and Chicago, and 2.20 on the Cincinnati, Hamilton and Dayton, to 3.32 on the Iron Railroad. The average distance traveled was 38.20 miles at an average of \$1 received—the aggregate earnings from this source amounting to \$17,116,524.48, or \$105,779.82 less than for previous year, a decrease of only about 6-10 per cent., omitting the White Water Valley Company, making no report.

The longest average passenger journeys were on the Baltimore, Pittsburgh and Chicago Railroad, 86 miles; Ohio and Mississippi, 66.41, and on the Lake Shore and Michigan Southern, 54. On the Columbus, Chicago and Indiana Central (not included as heretofore in Pittsburgh, Cincinnati and St. Louis Railway line), the Cleveland, Columbus, Cincinnati and Indianapolis, Toledo, Wabash and Western, the Central Ohio, and on the Pittsburgh, Ft. Wayne and Chicago, they were 48.32, 43.30, 43.25, 41, and 40 miles respectively. Those on the Indianapolis, Cincinnati and Lafayette, Atlantic and Great Western, Lake Erie Division Baltimore and Ohio, Pittsburgh, Cincinnati and St. Louis, Marietta and Cincinnati, and Dayton and Michigan, vary, in order named, from 39.04 to 31.24 miles. The shortest, excluding the Cleveland and Newburgh, Rocky River, and Toledo and Maumee Narrow Gauge, suburban roads, being on the Iron Railroad 8 miles.

FREIGHT.

Deducting supplies carried for company's use, the aggregate tonnage transported the past year was 25,750,501, an increase of 157,725 tons over preceding year. Of this 15,499,697 tons—60.19 per cent.—was classed as local freight; 6,541,589 tons as through, being 25.40 per cent., leaving 14.41 per cent., 3,709,215 tons, unclassified.

The total movement, or tons carried one mile, was 3,431,745,707, yielding an average of 1.26 cents per ton per mile, and a total revenue of \$43,230,930.11 from freight transportation; the earnings from this source being \$6,377,646.41 less than in previous year—a decrease of 12 85 per cent.

No report having been received from four companies, and five carrying only passengers, this freight has been carried on 35 distinct lines, embracing the leased road of ten other companies.

The tabulated classification shows that 6,174,775 tons of coal were carried on thirty-three lines; 909,174 of stone, lime, etc., on thirty-two; 1,001,831 of petroleum on twenty-five, and 756,962 tons of ores on twenty-seven. Twenty-eight carried 648,532 tons of pig and bloom iron, twenty-five, 167,346 of railroad iron, nails, etc., and thirty, 575,774 tons of other iron and castings. Of lumber, 2,253,888 tons were carried on thirty-four; 1,726,112 live stock on thirty-three; 3,453,689 of grain on thirty-four, and 736,477 of other agricultural products on twenty-eight. Thirty-three carried 996,031 tons of flour; thirty-two, 871,437 of beef, pork, lard, etc.; twenty-nine, 1,191,548 of manufactures; 2,169,437 of merchandise by thirty, and 2,114,488 tons under the head of miscellaneous by thirty-two. This latter item includes the freight carried on the Dayton and Union, and that on the Lake Shore and Tuscarawas Valley for seven months while in hands of receiver, previous to its sale and change of name to Cleveland, Tuscarawas Valley and Wheeling Railway.

A comparison of these items with the total tonnage gives the percent. of each as follows: coal, 24; stone, lime, etc., 3.52; petroleum, 3.90; ores, 2.94; pig and bloom iron, 2.52; railroad iron, etc., .65; other iron and castings, 2.24; lumber, 8.75; live stock, 6.70; grain, 13.41; other agricultural products, 2.86; flour, 3.87; beef, pork, etc., 3.38; manufactures, 4.63; merchandise, 8.42, and miscellaneous, 8.21.

PAID FOR LOSSES, ETC.

The amount reported as paid for loss and damage of goods, baggage, etc., for the year, is \$211,403.89; for injuries to persons, confined to those occurring in Ohio, is, to passengers, \$11,698.58; to employes, \$71,010.32; to others, \$7,133.15; and for animals killed within the State, \$35,668.68; a total of \$372,912.62.

INTEREST ON BONDS, ETC.

Omitting companies from whom no report has been received, which have a bonded indebtedness, the Lake Erie and Louisville, Mansfield, Coldwater and Lake Michigan, the Painesville and Youngstown, and the Toledo, Tiffin, and Eastern have paid no interest the past year on their funded debt. The aggregate reported paid by thirty-seven companies is \$12,691,903.72, an increase over amount paid the year previous of \$61,525.89.

The additional amount of \$685,081.36 is reported as paid for interest on unfunded or floating debt.

DIVIDENDS.

Eighteen companies report having paid dividends the past year, fourteen being on entire capital stock, as follows: The Baltimore Short Line, 8 per cent.; the Central Ohio, 6 per cent.; the Cincinnati and Baltimore, 8 per cent.; Cleveland, Columbus, Cincinnati and Indianapolis, 3.50 per cent.; Cleveland and Mahoning Valley, 6 per cent.; Cleveland and Pittsburgh, 7 per cent. (10 on about \$20,000 of "old stock"); the Columbus and Hocking Valley, 8 per cent.; the Columbus and Xenia, 8.40 per cent.; the Iron, 135 per cent.%;* Lawrence, 10 per cent.; Little Miami, 8 per cent.; Massillon and Cleveland, 5 per cent.; Pittsburgh, Fort Wayne and Chicago, 7., and the Sandusky, Mansfield and Newark, 4 per cent.

The Dayton and Michigan paid 8 per cent. dividend on preferred, and 3.50 per cent. on its common stock; the Lake Shore and Michigan Southern 10 per cent. on preferred, and 3.25 per cent. on common; and two companies, the Cincinnati, Sandusky, and Cleveland 3 per cent., and the Ohio and Mississippi 7 per cent., on preferred stock only.

The total amount paid was \$6,377,791.09, of which \$773,456 was on preferred stock. This is \$134,427.12 less than amount paid preceding year.

ACCIDENTS.

The aggregate number of casualties to persons occurring within the State upon the several railway lines for the year, as reported, is: of passengers, killed, 8; injured, 27; of employes, killed, 93; injured, †181; and of others, on track, trespassing, etc., 115 killed and 98 injured, making a total of 216 killed, and 306 injured.

Compared with year previous, there is an increase of two in number of passengers killed; that of employes is the same, while of others there are five less, the total showing a decrease in fatal injuries of three.

Of the non-fatal injuries caused by accident, there was an increase in number of those to passengers of 15; to employes of †16, and to others of 29; a total increase for the year of †60.

A classification of the accidents reported shows them to have been caused as follows:

Getting on or off engine or train while in motion—

Killed—passengers, 4; employes, 5; others, 9—18.

Injured—passengers, 17; employes, 25; others, 12—54.

Falling or being thrown from engine or train—

Killed—passengers, 2; employes, 22—24.

Injured—passengers, 2; employes, 33; others, 2—37.

*Six per cent. per annum from October, 1852,—22½ years—made payable in the capital stock of the company.

By engine, car, or train being thrown from track—

Killed—passengers, 1; employes, 9—40.

Injured—passengers, 3; employes, 1—4.

Collisions—

Employes—killed, 2; injured, 7.

Explosion of engine or boiler—

Employes—killed, 4.

Run over, etc., at stations, in yards or on sidings—

Killed—employes, 14; others, 12—26.

Injured—passengers, 2; employes, 12; others, 13—27.

Lying, walking, or being on track, etc.—

Killed—employes, 9; others, 74—83.

Injured—employes, 4; others, 34—38.

Riding or driving across track—

Others—killed, 6; injured, 21.

Stealing rides—

Others—killed, 9; injured, 11.

Coupling or crushed between cars—

Killed—employes, 20.

Injured—employes, 492; others, 4.

Struck by bridge or other obstruction—

Killed—passengers, 1; employes, 3—4.

Injured—passengers, 2; employes, 3—5.

On hand car, struck by engine—

Employes—killed, 1; injured, 1

Suicide—

Others—killed, 4.

Unknown—

Killed—employes, 2; others, 1—3.

Miscellaneous—

Employes—killed, 2.

Injured—passengers, 1; employes, 3; others, 1—5.

Of the accidents to passengers, 7 fatal and 23 non-fatal were the result of their own want of caution in getting on or off of trains while in motion—being thrown from them, or being on track at stations, etc.; only one being killed and four injured where the causes were beyond their own control. This is an average of one killed of each 2,149,244 passengers over these lines, which, at an average journey of 38.20 miles each, makes a total of over eighty-two millions of miles traveled to each casualty to passengers resulting fatally. Of those to employes, 77 (out of the 93 killed) occurred through their own carelessness or misconduct; the remaining 16 were from causes beyond their own control. Of the 115 others, trespassing, etc., killed, 30 were getting on or off trains which

[NOTE.—On the Lake Shore and Michigan Southern Railway, in addition to number given in report, forty employes were slightly bruised in coupling and uncoupling.

were in motion, at stations, in yards, and stealing rides; while 74, over one-third the entire number of fatal accidents, were upon the track, which, with a reckless disregard of the most obvious dictates of ordinary prudence, is made use of by them as a common thoroughfare for travel, and a place upon which to lie down for rest, and even sleep.

There are 4,870 highway crossings, at grade, reported within the State, upon which six were killed and twenty-one injured. In view of the large number of these crossings, and the frequent and constant passing of trains, it is a matter of surprise that, comparatively, so few accidents have occurred to persons who ride and drive over them. In Massachusetts there were, by report for 1874, with only about one-half this number of highway grade crossings, fourteen fatal accidents. This, however, was double the number thus killed the previous year. The apparent increased danger there, shown from this source, is undoubtedly due to a denser population in the vicinity of such crossings, and a more frequent running of trains than has as yet been required in Ohio. But it is believed that it would now be but a prudent precaution, and soon will be an imperative necessity, in order to guard against frequent loss of life and limb, to provide by legislative enactment that in future all crossings of highways with railroads shall be constructed either above or below the track of the railroad, or be protected by suitable gates, providing also for a like change in those now existing near towns and in localities where travel on highways is large and the running of trains frequent.

The reports received of accidents to trains within the year past are not full or complete. Some companies have not understood this item as being required from entire line, but that it was confined, as accidents to persons have been, to Ohio—as the Atlantic and Great Western, reporting one only (the receiver, operating from December 10—six and two-third months—passing the question without note); the Indianapolis, Cincinnati and Lafayette, two; the Columbus, Chicago and Indiana Central, five; the Pittsburgh, Cincinnati and St. Louis, eight; the Pittsburgh, Ft. Wayne and Chicago, twenty-two; and the Toledo, Wabash and Western (omitting three, not collisions or causes of derailment), four.

None are reported by the Baltimore, Pittsburgh and Chicago, Cincinnati, Hamilton and Dayton, Cincinnati, Hamilton and Indianapolis, Cincinnati, Richmond and Chicago, Cincinnati, Sandusky and Cleveland, Cincinnati and Springfield, Cleveland, Columbus, Cincinnati and Indianapolis, Cleveland and Pittsburgh, Cleveland, Tuscarawas Valley and Wheeling, Dayton and Michigan, Iron, Lake Erie and Louisville, Lake Shore and Michigan Southern, Marietta, Pittsburg and Cleveland, or by the Painesville and Youngstown companies. On the Cleveland,

Mt. Vernon and Delaware, Dayton and Union, Eastern Ohio, the Lawrence, and the Toledo, Tiffin and Eastern, none occurred.

Omitting those resulting only in detention of trains, by breaking of wheel, axle, etc., the following is a classification of causes, giving number from each :

COLLISIONS.

Passenger train with freight train—	
through misunderstanding of orders.....	1
by latter not flagging.....	1
Passenger train with another—	
mistake of telegraph operator.....	1
carelessness of employes.....	3
Passenger train with freight cars on siding—misplaced switch.....	2
Freight train with another—	
foggy, signal not seen, 1; not stated, 2.....	3
misunderstanding of orders.....	2
ahead of time, 1; carelessness, 1.....	2
at way stations, not under control.....	3
misplaced switch.....	1
first breaking in two.....	1
Freight train with engine backing into misplaced switch.....	1
with yard engine on main track.....	1
with loaded car.....	1
Broken freight train—	
rear portion with forward part.....	2
rear portion with forward part of another.....	4
Engine with cars on main track.....	1
Detached loaded car from siding with passenger train—carelessness.....	1

DERAILMENTS.

By rail out for repairs, 2; cattle on track, 7; climbing rail, 1; jumping track, 1; broken rail, 22; broken coupling, 2; broken frog, 3; spreading of frog, 1; slide of rock on track, 1; misplaced switch, 5; malicious turning of switch, 4; malicious obstruction, 1; arch-bar giving way, 1; falling of brake, 7; falling draw-bar, 4; breaking of wheel, 3; of journal, 2; of axles, 10; of trucks, 3; of driving-wheel, 2; of connecting-rod switch, 1; loose wheel, 3; unknown or not accounted for, 4.

Total collisions reported, all kinds.....	30
Total derailments.....	90
Total train accidents.....	120

Collision with carriage at highway crossings, 2

Number of persons killed, 7; injured, 16.

CONDITION.

Notwithstanding the considerable falling off in net earnings, and the consequently limited means that could be appropriated to the maintenance of way and structures, there has been an improvement in the general

condition of road-bed, track, bridges, and other structures upon our lines of road within the State the past year, and it is believed the safety of the traveling public, using proper caution and avoiding unnecessary exposure to danger, is rendered reasonably secure from accidents. In addition to the Lake Shore and Michigan Southern road, on which the company "keeps stone and gravel trains busy keeping up the road-bed to the highest standard," the reports show 348 miles of line have been ballasted within the year.

Of the 5,650.59 miles of track, 893.50 have been relaid with new or repaired rails. Of the 21.40 miles aggregated length of railway bridges in the State, the number of wood is 754—79 per cent.; iron, 110—13 per cent.; combination 7, and stone 113—8 per cent. Of these, 24 wood, 24 iron, and 1 stone, or about 5 per cent., are new structures.

There are 24.84 miles of trestling reported upon the lines of railway within the State; an increase of length in the past two years of nearly 7 miles; only about one-fourth of a mile appearing to have been constructed the year just closed. These structures are generally sound and substantially built, but it is to be desired that the policy of companies shall, as fast as practicable, by filling with earth, convert them into embankments.

There are 29 tunnels, 5 of which are wood, the remainder being through natural rock or constructed of stone or brick, aggregating a fraction over 4 miles; making the combined length of bridges, trestles, and tunnels fifty and one-fourth miles, or over 11 per cent of entire main track operated.

STATIONS.

There are 1,102 telegraph stations reported upon the lines, 608 of which are within the State, or one to each $7\frac{1}{3}$ miles. There appears a less number of freight and passenger stations than by report for 1874, owing, probably, to errors by companies in then giving number for entire line. The 927 now reported is an average of one to each 4.81 miles.

VALUATION OF RAILROAD PROPERTY.

The following table from the report of the Auditor of State for 1875 shows the valuations fixed by the local boards for that year upon the property of the various railroad companies in the State as the basis for taxable purposes, with the changes made and valuations as fixed by the State Board of Equalization for such purposes:

LIST OF VALUATIONS OF PROPERTY OF THE VARIOUS RAILROAD COMPANIES IN THE STATE OF OHIO.

RAILROADS.	VALUATION AS FIXED BY—		CHANGES BY STATE BOARD FOR 1875.		
	State Board, 1874.	County Boards, 1875.	Additions.	Reductions.	Valuation as fixed.
Ashabula, Youngstown and Pittsburgh.....	5502,918 00	8653,548 00	.....	.....	8653,548 00
Atlantic and Great Western.....	3,540,407 00	3,540,407 00	.....	.....	3,540,407 00
" " Cleve. and Ma. Valley Div.....	2,015,956 00	2,038,006 00	.....	.....	2,038,006 00
Atlantic and Lake Erie.....	1,929,816 00	15,725 00	.....	.....	15,725 00
" " Central Ohio Div.....	376,005 00	1,942,317 00	.....	.....	1,942,317 00
" " Stratonsville Div.....	1,170,315 00	387,959 00	.....	.....	387,959 00
" " Lake Erie Div.....	17,779 00	1,962,141 00	.....	.....	1,962,141 00
" " in Washington County.....	487,952 00	16,162 59	.....	.....	16,162 59
Baltimore, Pittsburgh and Chicago.....	.....	966,740 00	.....	.....	966,740 00
Bowling Green.....	.....	2,615 00	.....	.....	2,615 00
Brooks's Switch.....	.....	4,550 00	.....	.....	4,550 00
Chicago and Canada Southern.....	51,798 00	48,850 00	.....	.....	48,850 00
Cincinnati, Hamilton and Dayton.....	3,052,183 00	3,017,534 00	.....	.....	3,017,534 00
Cincinnati, Hamilton and Indianapolis.....	297,413 00	217,167 00	.....	.....	217,167 00
Cincinnati, Richmond and Chicago.....	393,897 00	397,000 90	.....	.....	397,000 90
Cincinnati, Sandusky and Cleveland.....	1,453,956 00	1,213,530 00	.....	.....	1,213,530 00
Cincinnati and Springfield.....	1,455,171 00	1,601,800 00	.....	.....	1,601,800 00
Cincinnati and Whitewater Valley.....	.....	11,555 04	\$1,158 00	.....	12,743 04
Cleveland, Columbus, Cincinnati and Indianapolis.....	9,521,328 00	9,537,335 00	.....	.....	9,537,335 00
Cleveland, Mt. Vernon and Delaware.....	1,655,320 00	1,636,002 00	.....	.....	1,636,002 00
Cleveland and Newburgh.....	10,000 00	9,360 00	.....	.....	9,360 00
Cleveland and Pittsburgh.....	6,059,026 00	6,061,546 00	.....	.....	6,061,546 00
Cleveland and Tuscarawas Valley and Wheeling.....	955,530 00	1,155,235 00	.....	.....	1,155,235 00
Columbus and Hocking Valley.....	1,847,070 00	1,576,922 00	.....	.....	1,576,922 00
" " Stratonsville Br.....	.....	209,639 00	.....	.....	209,639 00
Columbus, Springfield and Cincinnati.....	483,088 00	527,740 00	.....	.....	527,740 00
Dayton and Michigan.....	1,573,177 00	2,556,596 00	.....	.....	2,556,596 00
Dayton and Union.....	291,792 00	312,000 00	.....	.....	312,000 00
Eastern Ohio.....	.....	23,550 00	.....	.....	23,550 00
Harrison Branch.....	71,517 00	28,955 10	2,805 00	.....	32,850 10
Hayden's Switch.....	59,000 00	77,610 00	.....	.....	77,610 00

Indianapolis, Cincinnati and Lafayette.....	728,249 00	637,276 00	63,727 00	701,003 00
Iron.....	151,304 00	159,254 00	.....	159,254 00
Lake Erie and Louisville.....	512,244 00	289,452 00	.....	289,452 00
Lake Erie Shore and Michigan Southern.....	14,225,530 00	14,225,530 00	.....	14,225,530 00
Lawrence.....	94,672 00	.....	.....	.....
Malloung Coal.....	496,122 00	509,553 00	.....	509,553 00
Mansfield, Coldwater and Lake Michigan.....	349,138 00	341,651 00	.....	341,651 00
Marquette and Cincinnati.....	3,211,863 00	3,221,735 00	.....	3,221,735 00
Marietta, Pittsburg and Cleveland.....	434,148 00	448,968 00	822,448 00	426,520 00
Ohio and Mississippi.....	637,041 00	488,941 00	73,341 00	562,282 00
Ohio and Toledo.....	4,000 00	9,600 00	.....	9,600 00
Painesville and Youngstown.....	321,040 00	352,279 00	.....	352,279 00
Pittsburgh, Cincinnati and St. Louis—	.....	.....	.....	.....
Pan-Handle Div.....	2,789,733 00	2,701,738 00	.....	2,701,738 00
Little Miami Div.....	4,317,384 00	3,595,109 00	.....	3,595,109 00
Col., Chi. and Ind. Cent'l Div.....	2,607,050 00	2,650,138 00	.....	2,650,138 00
Cin. and Musk. Valley Div.....	1,161,327 00	1,079,812 00	.....	1,079,812 00
Pittsburg, Ft. Wayne and Chicago.....	11,435,316 00	11,355,097 00	113,550 00	11,241,547 00
Rocky River.....	24,810 00	18,000 00	.....	18,000 00
Salineville Branch.....	15,000 00	15,000 00	.....	15,000 00
Straitsville and Monday Creek Mining Company Switch.....	.....	2,336 00	.....	2,336 00
Toledo, Canada Southern and Detroit.....	48,850 00	48,850 00	.....	48,850 00
Toledo and State Line.....	20,850 00	20,850 00	.....	20,850 00
Toledo, Tiffin and Eastern.....	380,171 00	280,171 00	.....	280,171 00
Toledo, Wabash and Western.....	941,201 00	944,055 00	.....	944,055 00
EQUIPMENT.				
Pullman Palace Car Company—	.....	21,360 00	.....	21,360 00
On At. and Gt. Western and Cin. Ham., and Dayton.....	.....	.....	.....	.....
United States Rolling Stock Company—	.....	.....	.....	.....
Returned by At. and Gt. Western, agent.....	527,973 00	204,635 00	.....	204,635 00
On.....	.....	142,207 00	.....	142,207 00
Returned by A. & G. W. Co., agt., on Cleve., and M. V. Div.....	508,653 00	231,644 00	.....	231,644 00
Leased.....	.....	39,225 00	.....	39,225 00
Totals.....	85,280,855 00	84,784,671 63	141,121 00	84,789,794 63

EQUIPMENT.

Pullman Palace Car Company—			
On At. and Gt. Western and Cin. Han., and Dayton	527,973 00	21,360 00	21,360 00
United States Rolling Stock Company—			
Returned by At. and Gt. Western, agent		204,635 00	204,635 00
On		142,207 00	142,207 00
Returned by A. & G. W. Co., agt., on Cleve., and M. V. Div.	508,653 00	231,644 00	231,644 00
Leased		39,225 00	39,225 00

TAXES.

The amount reported by companies as having been paid within the year ending 30th June last for taxes upon their property situated in Ohio, is \$1,414,168.06, which is an average of 4.011 per cent. upon their gross earnings within the State for the same period, and an increase over amount paid the four preceding years of 35.55 per cent.; the average for that time being only 2.959—or from 1868 to 1874, inclusive, 2.975 per cent. upon the gross earnings.

This large increase in percentage upon this basis, paid the year just closed, results mainly from two causes—the addition of over \$6,000,000 to the valuations of railroad property in 1874 to tax duplicate—7.60 per cent.—and a decrease in earnings for the year of nearly \$2,000,000. It is probable the returns made include also some cases of delinquent taxes paid, which properly belong to previous years.

As a means of comparing the results by our mode of taxing this species of property with that of assessing in lieu thereof 3 per cent. upon the gross income of railroad companies, as is done in some States, the following table is given, which shows that for the eight years past, 1875 included, the taxes derived from this source in Ohio averages but 3.114 per cent. per annum upon the income of railroad companies, and would probably not exceed 3 per cent. had the income returns for 1870 been complete.

YEAR.	Gross income of railroads having lines in Ohio.	Proportion for Ohio according to miles.	Valuation of railroad property in Ohio for taxation.	Taxes paid by railroad companies in Ohio.	Per cent.
1868.....	\$47,118,722 44	\$28,788,827 28	\$50,440,742 89	*\$847,641 22	2.810
1869.....	51,140,520 43	30,136,663 27	44,777,188 00	*842,941 98	2.797
1870.....	652,895,812 59	627,909,308 39	50,204,275 67	*1,048,802 46	3.758
1871.....	59,151,418 82	30,384,518 27	61,876,682 00	*902,029 82	2.968
1872.....	65,603,078 12	34,257,799 67	68,312,046 00	*931,094 56	2.718
1873.....	74,947,263 40	38,475,332 39	70,213,550 00	*1,095,634 55	2.870
1874.....	70,928,194 67	37,477,129 74	85,280,855 60	*1,114,682 01	2.990
1875.....	64,495,325 83	35,254,117 60	84,789,794 63	*1,414,168 06	4.011

ISSUE OF BONDS.

It is evident, studying the history of our railroads and the methods adopted to secure the means necessary to construct and equip them, that

* From 1873 report of Auditor of State.

^b Cincinnati and Muskingum Valley

Railway omitted—no report.

^c From returns made by company to Commissioner.

the amount of capital stock subscribed and paid in is in many instances not at all adequate, or in such proportion, as to place them financially upon a sound and consequently safe basis.

A reason for this course, and in many cases perhaps the principal one, is, that after a company is incorporated by filing with the secretary of state the necessary certificate, and which names the "amount of capital stock necessary to construct such road,"—the law only requires 10 per cent. of such amount shall be subscribed, when it can proceed to elect directors (these not necessarily stockholders), survey, locate and appropriate right of way, etc., and "shall have power to borrow money on the credit of the corporation, not exceeding its *authorized* capital stock."

The law then provides a ready mode whereby "the *authorized* stock of such company may be increased to such an amount as may be decided necessary or requisite," and this done, with nothing required to be subscribed or paid on such increase of *authorized* stock, and no additional liability accruing thereby to stockholders, "if authorized by the vote of the majority of capital stock, the company may issue its bonds bearing interest, not to exceed eight per cent. per annum, to an amount not exceeding two-thirds of its [entire] *authorized* capital stock, and sell the same at such times and at such rates as the directors may deem best."

It would seem unnecessary to do more than call attention to a law thus aiding the carrying out of such a questionable policy—one almost certain to eventuate in disaster—in order to such amendment as shall restrict the issue of certificates of bonded indebtedness by railroad companies within proper limits, having reference to the amount of actual paid-in capital stock, and to the liability of the stockholders.

Another objection to the facility thus afforded for the issue of bonds upon such an unsubstantial basis, is its being the chief cause of the depreciation and discrediting of railroad securities both at home and abroad. Issued under such circumstances, their value, more prospective than tangible, and consequently disposed of at large discounts, if interest be paid as it matures, it proves an exhaustive drain, so crippling the operations and resources of the road, if completed, that, after vain struggles to avert it, the result is, as experience has shown in so many instances, financial ruin.

Having this view of the resulting tendencies of the laws in force governing the mortgaging of railroad lines, a careful consideration of the true interests of stockholders, bondholders and the public, as thereby affected, is respectfully commended to the General Assembly for such action as may to them seem best.

REPORTS.

The blank forms which the Commissioner is required to "prepare and furnish to each railroad company, or to each organization having one or more railroads in charge," were duly forwarded the first week in July, but returns in many cases were not filed within the time prescribed by law. Unless in exceptional cases, this time is ample for making all the proper additions and entries pertaining to the business and transactions of the line or company for the year, and it is indispensable that the Commissioner be in prompt receipt of reports, in order to such thorough revision and analysis of the information thereby obtained as will enable him to give to the public in intelligible form the workings of our railway system under the laws in force. Great care has been taken by comparison with previous reports, and by correspondence where returns were incomplete or inaccurate, to verify all items of a permanent character, as capital stock paid in, bonds issued, or other debt contracted, cost of construction, etc., as well as the traffic, cost of operating, etc., and assets, so as to make as accurate and reliable an exhibit of the condition, financial and otherwise, of each company, as is possible in view of the many of the reports made to the Commissioner that are defective and incongruous, some being evidently "doctored," prepared for the occasion, and with an apparent utter disregard of statements and figures that may have been given by previous reports.

As an instance, the report made to the Commissioner by the Ohio and Mississippi Railway Company for year ending June 30, 1873—that also being close of company's fiscal year—gives the cost of its road and equipment in gross, thus: "Amount of stock and debt is total cost, \$35,308,-843.60." The following year the company reported \$157,368.50 as paid since the previous report for construction of new work, additional equipment and real estate, but stated cost of road, equipment, etc., as \$34,979,-189.76, or, including addition named, \$487,022.34 less than for year preceding. In the latter case, however, in the statement of assets given in general balance sheet, the company specifies the items of cash on hand, uncollected earnings, individual accounts, and supplies and materials on hand, amounting to \$518,715.16, in addition to that of cost of road, equipment, etc. The report made by the company for the year ending 30th June last, under the head requiring full statement of all "payments other than operating expenses," gives an aggregate of \$25,117.01 expended within the year for "construction of new work," "additional equipments," "additional real estate," and "new building." To special request to separate cost of road and construction from equipment, and furnish a properly itemized statement, the reply was, "The old books of the com-

pany not being accessible, it is impossible to procure data for the details of this account," and giving the total cost as \$35,349,907.68, an accession for the year of \$370,717.73. The answer to request for explanation of this large discrepancy stated that the sum reported by the company to this office as expenditures properly chargeable to cost of road, etc., did not include all thus expended, but correct amount was as given in printed copy, then forwarded, of report made by the President and Directors to the stockholders of the company, an aggregate of \$133,522.36—specified as for "construction," and "equipment, real estate and miscellaneous." This, however, leaves \$237,195.37 of the increased cost now reported for the year entirely unaccounted for, otherwise than as by our letter to the company closing correspondence upon the subject, namely: that "it is evident that, if not in the books of the Ohio and Mississippi Company, in reports the item of cost of road, equipment, etc., is elastic and comprehensive, doing duty as a profit and loss account, and in view of such a presentation, it can hardly be held that the company furnishes, as it affirms, 'a true and full exhibit of the affairs and condition thereof.'"

The same difficulties and perplexities have fettered the efforts in other States to secure reliable returns upon which to base statistical deductions, and necessarily must, so long as the financial policy governing railroad companies is so diverse, and while no two adopt the same system of keeping their accounts.

The Massachusetts Commissioners in their reports, particularly those accompanying the returns made by the railway companies of that State for 1873 and 1874, call special attention to the existence of this radical evil, as an insurmountable obstacle to the arriving at satisfactory and trustworthy results. The acknowledged ability of the Massachusetts Board, united to the thorough investigation the subject has received at their hands, gives great and deserved weight to the conclusions reached by them as to the urgent need of a proper and prompt remedy. Their presentment of the subject is commended to the careful consideration of all interested, and for the benefit of such as do not have ready access to the documents named, we take the liberty of quoting the following extracts:

They say: "As the result of their examinations, the commissioners feel it incumbent upon them to warn those interested in railroad investments in Massachusetts that the books of the corporations are, in many cases, far from properly kept. It may be that the officers concerned are exceptionally honest, but this is certainly the only safeguard against fraud which the stockholders possess." "That on matters of fact relating to items connected with the condition of the road-beds and rolling stock, such as the number of engines, cars, employés, stations, etc., or the engi-

neering peculiarities, the returns are indeed correct; but in all matters relating to the more intricate or recondite results of railroad operations, it is impossible to more than approximate to correct conclusions from them. This is especially the case financially, and for the very many and obvious reasons which have heretofore been stated. The accounts are not kept upon any one system leading to uniform results, but they are made to adapt themselves to the financial exigencies or policy of the several companies. The line between operating expenses and construction is rarely in any two cases drawn in the same place. One company earns more money than it cares to divide, and another earns less than its stockholders think they have a right to expect; accordingly the first buys property or builds additional stations or rolling stock, or charges off the cost of old ones, always to the account of operating expenses; while the second does just the reverse, and is continually reconstructing the same buildings, bridges, and rolling stock." "A very careful analysis of the returns of any particular corporation may reveal, with more or less precision, what disposition has been made of the earnings, or to what items an unfavorable balance has been charged. So long, however, as the system of accounts, which was originally borrowed from the manufacturing company, is perpetuated, no accurate generalization is attainable." * * *

"Under a more logical and intelligent system of public accounts, a course wholly different from that described would be pursued. A rigid and uniform method of keeping accounts would be adopted, and an adherence to it by all corporations strictly enforced. Out of the earnings all operating expenses would first be paid, and that on a system which would insure a regular, though not excessive, improvement in the condition of all the properties, or at least every reasonable safeguard should be maintained against depreciation. This done, the entire balance should be credited to net income, and from it as a fund, should it be sufficient for that purpose, dividends should be paid to the full amount authorized by the original contract between the corporation and the public. Any surplus remaining after these claims were satisfied should be applied neither to new development nor additional construction, but to the extinguishment of all indebtedness, and after that to a reduction of rates. It should go towards relieving the public of its burdens. The necessities of development should be provided for, as the original construction was provided for, by the investment of fresh capital. Upon the capital required for it that development should pay a fair profit; if it could not do so, it should not be ventured upon; but the community ought not to be called upon, as it now is, to pay in that capital itself under the disguise of surplus earnings. These surplus earnings should be left in the pockets of the people.

Instead of paying interest on an increased railroad system built by private capital, the community is itself furnishing the capital to develop roads which are the property of the private corporations."

Having a thorough conviction of the great importance of this subject, and the urgent need of securing uniformity in railroad accounts by legislative enactment—that being the only mode by which this much-needed reform can be effected—we copy a recent published communication from the same source, trusting it may receive the attention it merits. Mr. Adams' statements and conclusions are fully indorsed from facts within our own experience :

RAILROAD ACCOUNTS.

COMMONWEALTH OF MASSACHUSETTS,
BOARD OF RAILROAD COMMISSIONERS, BOSTON, 21st October, 1875.

To the Editors of The Boston Journal :

Referring to the editorials in your issues of the 12th and 20th instant, in relation to the Board of Railroad Commissioners and the affairs of the Eastern Railroad Company, I want to ask a hearing through your columns. Let me begin by saying that I do not propose to waste time by offering any defense or explanation of the course of this Board as respects the Eastern Railroad. I do not know that any attack has been made upon it, but if it has, I fancy that, under the existing laws and the recognized usage in railroad accounts, our course will be found to bear examination tolerably well. Putting all this aside, however, my present object is to try to secure a hearing on a really important subject at a moment when public attention happens to be drawn to it. I am very weary of saying the same things over year after year in official reports, in the hope long deferred that they may at last attract legislative notice.

For several years now this Board has been informing the Legislature and people of Massachusetts that the returns of the railroad corporations were very far from being what they should be; that their accounts were not kept on any uniformity of system; that at best they were only plausible, and we have even gone so far as to warn the holders of railroad securities in the most emphatic language that, in many cases, the books of the corporations were so far from being properly kept that errors and omissions existed of the most flagrant description, and which justified the gravest doubts whether the officials concerned really had any clear idea of the condition of their corporations.

The simple fact is that not only in Massachusetts but all over the country—and less, indeed, in Massachusetts than elsewhere—for many years the accounts of railroad corporations have been systematically "cooked" to meet their financial exigencies. One corporation earned too much, and its returns were "cooked" to show a ten per cent. return only on its investment; another company earned too little to pay a dividend, and so operating expenses were "cooked" into construction; yet others were short of funds to meet maturing interest, and so unpaid bills were carried over into another year, or through some trick of financial legerdemain interest became a part of the cost of the property. Refuse iron was charged up by one corporation and new locomotives were charged down by another; the train mileage was increased at will here, and the cost of repairs decreased at will there, until, through a systematic suggestion of the false and suppression of the true, the public returns were made a means of deceit instead of en-

lightenment. As long, however, as things moved along with tolerable smoothness it was useless to call attention to these facts. The single effective remedy was pronounced radical, and the ears both of the Legislature and the public were closed. A terrible example was needed: it came for the whole country in 1873; it now has at last come for Massachusetts in the Eastern Railroad catastrophe. What I want is to secure as a result of these disasters, if not indemnity for the past, at least security for the future.

Last winter the members of this Board, not satisfied with their usual words of warning, called the attention of the Legislative Committee on Railroads to what we considered the one remedy adequate to cure this great evil. The law hitherto has authorized this Board to prescribe the forms of railroad returns, and made it incumbent on the corporations so to keep their books as to enable them to report their doings accordingly. Each corporation consequently adopted its own method, in accordance with its financial condition, and the result, year by year, was that the several returns were in themselves plausible, but when compared one with another they revealed a mass of anomalies and inconsistencies. Which returns were right and which were wrong no man could say, least of all those who prepared them. We called the attention of the Legislative Committee to this condition of affairs, and frankly told them that the public returns must continue to be mere snares and pit-falls until the law went a step further than at present, and, besides prescribing forms and results, placed the whole system and process of railroad book-keeping under public supervision. We did not suggest a meddlesome and inquisitive auditorship; we did not think any thing of the sort advisable, for if stock and bondholders can not, once the facts are plainly and uniformly set before them, protect their own interests, it is no business of the State to protect them—the thing was to get at the truth, to get the real facts and figures before them.

Accordingly we framed a bill and submitted it to the committee. It was intended to bring about, once and for all, a radical change, and to make the railroad returns for the future what they now pretend to be, but are not. Railroad accounts were to be kept, not only on one uniform, prescribed system, but under one common and constant supervision for the whole State, a supervision which did not pretend to pass upon the propriety of expenditures or of policy, but which did insure a truthful and uniform showing of what the expenditures and policy of each company were. We proposed, in a word, to have the railroad financiering of the future, so far as Massachusetts was concerned, carried on in the broad light of day. In submitting the measure to the committee we told them that we believed it went to the very root of the so-called railroad question; that we had small hopes of passing a measure so large and radical at that time, but we did want to meet the corporations in the committee-room and there to discuss the question publicly, so that a beginning at least might be made. The committee took the bill under advisement, but, perhaps because it was too late in the session, or because the attention of the members was absorbed in other matters, no hearing was given, and presently the whole matter was quietly referred back to us with directions to try again next year. Things were moving with apparent smoothness, and very naturally there was no desire to disturb them.

Since then a crash has come, and that which, if said three months hence in an official report, would then rest quietly buried, may now in your columns attract some notice. The difficulty, as I have already said, lies just here—the accounts of no two railroad corporations are kept on the same system; many of them are systematically “cooked” to make things appear about as they should, but either better or worse than they really are; and, finally, in not a few cases, the books are kept by incompetent men, who, moving in ruts, are utterly unable to understand their own figures. It was the existence

of such a condition of affairs throughout the railroad system of the country which led to the crash of 1873: and that the evil still exists is a fact which the more intelligent railroad men freely and fully admit. Mr. Albert Fink, for instance, whose recent report on the Louisville and Nashville road, of which he was superintendent, has justly excited such wide-spread attention in railroad circles, writes to me of his own motion that "nothing could be more desirable than to have a uniform system of keeping railroad accounts, and if the commissioners of the several States could agree upon such a system they would do much to bring about such a result." Another gentleman, the general accountant of one of the largest railroad companies of the country, says to me, in a private letter: "During the past ten years I have made a number of efforts for a convention of railroad accounting officials, with a view of devising some plan (of accounts) simple in form and readily adaptable for the larger as well as the smaller roads, but thus far without success. That the simple and beautiful forms of plain double-entry book-keeping should be so enveloped in a mass of mysterious forms as to render railroad books intelligible only to specially trained accountants seems to me absurd in the extreme." It is useless, however, to accumulate authorities upon a fact which is notorious, and which is evidenced by such grand financial ruins as the Vermont Central, the Eastern, the Boston, Hartford and Erie, the Michigan Central, the Michigan Southern, the Missouri Pacific, the Hannibal and St. Joseph, the Atlantic and Great Western, the Indianapolis, Cincinnati and Lafayette, the Iron Mountain, the Chesapeake and Ohio, the Kansas Pacific, the Northern Pacific, and the others in that interminable list.

In the early days of the next Legislature the members of this Board will again present an annual report which will have a bearing on this subject. We shall again propose a measure of legislation looking to the introduction of uniformity and publicity into railroad accounts. The system has grown too large and complex; its owners and constituency are too scattered; too many and too general interests are involved in it to permit its transactions to be longer safely conducted on the footing of those of a compact cotton mill or iron foundry. They are matters of public interest, and, like the affairs of the banks and insurance companies, ought to be carried on under public supervision. That this reform should speedily be brought about is the true interest of all concerned. It is the interest of the community that it may know what its great transportation agencies are really doing. That it is the interest of the honest holders of railroad securities has received abundant and painful demonstration in the events of the last few years; that it is the interest of those responsible for the management of the properties will scarcely be denied by the more upright among them. My own belief is that this reform, this introduction of uniformity, exactness and publicity into railroad accounts, is to be the one great outcome from the railroad discussion and disasters of the last six years. I am firmly persuaded that it includes in itself all the issues material for the public to insist on. A measure of the nature of that proposed is, however, in truth, a radical one, and will doubtless meet with strong opposition—its futility and impracticability will be demonstrated again and again by the ablest counsel. Meanwhile I sincerely hope that the public mind will not settle down into a conviction that one of the most widespread evils throughout the State and country is a thing peculiar to the Eastern Railroad. Such is not the case. The difficulty is general, of long standing, and radical—the remedy, to be a remedy, must be no less radical and general, and Massachusetts may as well inaugurate it.

I remain, etc.,

CHARLES FRANCIS ADAMS, JR.

Certificates have been filed by companies within the year ending June 30, 1875, for the following purposes :

NEW INCORPORATIONS.

The Miami Valley Narrow Gauge Railway Company—Filed November 9, 1874. Record of Incorporations No. 14, page 229. Capital stock \$500,000; shares \$50 each. To construct a narrow gauge railroad from Cincinnati, *via* Mason, Lebanon, and Waynesville, to Xenia, passing through the counties of Hamilton, Butler, Warren, and Greene.

The People's Freight Railway Company—Filed November 21, 1874. Record of Incorporations No. 14, page 249. Capital stock \$100,000. To construct a railroad from a point in Warren township, Jefferson county, near the mouth of Short Creek, to a point on the Ohio and Indiana State line west of Celina, in the township of Liberty, Mercer county, passing through the counties of Jefferson, Harrison, Tuscarawas, Coshocton, Knox, Morrow, Marion, Hardin, Anglaize, and Mercer.

The McCounselsville and Ohio River Railroad Company—Filed December 10, 1874. Record of Incorporations No. 14, page 281. [See new and amended certificate filed February 22, 1875, following in proper order of date.]

Van Wert, Paulding and Michigan Railroad Company—Filed December 17, 1874. Record of Incorporations No. 14, page 303. Capital stock \$50,000. To construct a railroad from Paulding, in a northerly direction into Crane township, to intersect the Toledo, Wabash and Western Railway; all within the county of Paulding.

The Springfield, Jackson and Pomeroy Railroad Company—Filed December 17, 1874. Record of Incorporations No. 14, page 385. Capital stock \$2,000,000; shares \$50 each. To construct a railroad from Springfield, *via* South Charleston, Jeffersonville, Washington C. H., Greenfield, Bainbridge, Waverly, and Jackson C. H., to Pomeroy; passing through the counties of Clarke, Madison, Fayette, Highland, Ross, Pike, Jackson, Vinton, and Meigs.

The Fremont and Oxford Railroad Company—Filed December 24, 1874. Record of Incorporations No. 14, page 326. Capital stock \$700,000. To construct a railroad from at or near Prout's Station, on the Sandusky, Mansfield and Newark Railroad, in the township of Oxford, Erie county, to Fremont, in Sandusky county, the proposed line being wholly within said named counties.

Toledo and Garden Land Narrow Gauge Railroad Company—Filed January 5, 1875. Record of Incorporations No. 14, page 342. Capital stock \$50,000; shares \$50 each. To construct a narrow gauge railroad from Toledo to the west line of fractional section 32, in Sylvania township, thence northerly to the Swan Creek stone quarries in said township, all being within the county of Lucas.

Sandusky and Chicago Railway—Filed January 7, 1875. Record of Incorporations No. 14, page 351. Capital stock \$200,000. To construct a railroad from Sandusky to a point on the State line between Ohio and Indiana, in the county of Defiance; passing through the counties of Erie, Sandusky, Wood, Henry, and Defiance.

The Pomeroy and Jackson Mineral Railway Company—Filed January 8, 1875. Record of Incorporations No. 14, page 354. Capital stock \$600,000; shares \$50 each. To construct a railroad from Pomeroy to Jackson C. H., passing through the counties of Meigs, Vinton, and Jackson.

The Painesville, Canton and Bridgeport Narrow Gauge Railroad Company—Filed January 12, 1875. Record of Incorporations No. 14, page 360. Capital stock \$1,000,000. To construct a railroad from Painesville to Bridgeport, passing through the counties of Lake, Geauga, Portage, Stark, Carroll, Harrison, and Belmont.

The Cumberland and Beverly Railroad Company—Filed January 20, 1875. Record of Incorporations No. 14, page 369. Capital stock \$300,000. To construct a railroad from Cumberland, Guernsey county, passing thence through the counties of Noble and Morgan to Beverly, in Washington county.

Athens, Ferrara and Columbus Railway Company—Filed January 30, 1875. Record of Incorporations No. 14, page 393. Capital stock \$2,500,000; shares \$50 each. To construct a road lia, from Athens to Columbus, passing through the counties of Athens, Perry, Fairfield, and Franklin.

Cleveland and Chardon Railway Company—Filed February 1, 1875. Record of Incorporations No. 14, page 396. Capital stock \$500,000. To construct a railroad from Cleveland to a point on the Painesville and Youngstown Railroad at Chardon, passing through the counties of Cuyahoga, Lake, and Geauga.

Cleveland, Tuscarawas Valley and Wheeling Railway Company—Filed February 5, 1875. Record of Incorporations No. 14, page 405. Capital stock \$1,250,000; shares \$50 each. Organized as purchasers after judicial sale of the railroad road-bed, rights of way, property, and franchises, formerly owned by the Lake Shore and Tuscarawas Valley Railway Company, sold 26th of January, 1875, to Selah Chamberlain, in pursuance of an order of the Circuit Court of the United States for the Northern District of Ohio—sale confirmed January 27th—for the purposes of holding and enjoying, as such corporation, all the rights, powers, privileges, and franchises to which it may be entitled by virtue of an act passed May 7, 1869 (66 O. L., 334), and other statutes of Ohio provided and in force in like cases.

The McConnellsville and Ohio Railroad Company—[Amended certificate. See December 10, 1874, Record No. 14, page 281.]—Filed February 22, 1875. Record of Incorporations No. 14, page 452. Capital stock \$500,000; shares \$50 each. To construct a railroad from McConnellsville, *via* Senecaaville, to a point at or near the town of Powhattan, passing through the counties of Morgan, Noble, Guernsey, Monroe, and Belmont.

Scioto Valley Railway Company—Filed February 24, 1875. Record of Incorporations No. 14, page 464. Capital stock \$2,000,000; shares \$50 each. To construct and operate a railroad from Columbus to Portsmouth, passing through the counties of Franklin, Pickaway, Ross, Pike, and Scioto.

Wellston and Lincoln Narrow Gauge Railroad Company—Filed March 4, 1875. Record of Incorporations No. 14, page 478. Capital stock \$100,000; shares \$50 each. To build and operate a narrow-gauge railroad from Wellston to Lincoln Furnace; all within the county of Jackson.

Kelley's Island and Sandusky Cable Company—Filed March 24, 1875. Record of Incorporations No. 14, page 526. Capital stock \$10,000; shares \$100 each. To construct and operate a telegraphic line from Kelley's Island, Erie county, to Marblehead, Ottawa county.

Bellaire and South-western Railway Company—Filed March 26, 1875. Record of Incorporations No. 14, page 530. Capital stock \$500,000. To construct a railroad from Bellaire to Woodsfield, with such branches and extensions as may be deemed necessary; all within the counties of Belmont and Monroe.

The Findlay, Lima and South-western Telegraph Company—Filed April 29, 1875. Record of Incorporations No. 14, page 588. Capital stock \$10,000; shares \$50 each. To construct a line of magnetic telegraph from Findlay to Celina, passing through the counties of Hancock, Allen, Auglaize, and Mercer.

Youngstown, New Castle and Pittsburg Railroad Company—Filed May 18, 1875. Record of Incorporations No. 15, page 21. Capital stock \$100,000. To construct and operate a railroad from at or near Youngstown to some point on the State line in Poland township; all within the county of Mahoning.

Huron and Eustoria Railroad Company—Filed May 21, 1875. Record of Incorporations No. 15, page 22. Capital stock \$1,500,000. To construct a railroad from a point on the Sandusky, Mansfield and Newark Railroad, now known as the Lake Erie Division of the Baltimore and Ohio Railroad, in the township of Oxford, Erie county, at or near Pront's Station, passing through the county of Sandusky, to the village of Eustoria, in Seneca county, being wholly within the counties named.

Virginia and Ohio Railroad Company—Filed June 7, 1875. Record of Incorporations No. 15, page 41. Capital stock \$1,000,000. To construct a railroad from the mouth of Symmes' Creek, on the north bank of the Ohio River, in Lawrence county, to Portsmouth, passing through the counties of Lawrence and Scioto.

Put-in-Bay, Ottawa City and Danbury Railroad Company—Filed June 9, 1875. Record of Incorporations No. 15, page 51. Capital stock \$150,000. To construct a railroad from Dunbar Station, on the Lake Shore and Michigan Southern Railway, to Ottawa City, and a branch, with easterly terminus, at or near Marblehead light-house; wholly within the county of Ottawa.

Lake Erie and Ohio River Railroad Company—Filed June 11, 1875. Record of Incorporations No. 15, page 56. Capital stock \$250,000. To construct a railroad from Painesville, via Warren, Salem, North Georgetown, Rochester, Augusta, near Harlem Springs and Springfield, to Steubenville, passing through and into the counties of Lake, Geauga, Trumbull, Mahoning, Columbiana, Carroll, and Jefferson.

SUPPLEMENTARY.

Ohio and Toledo Railroad Company—Filed February 18, 1875. Record of Incorporations No. 15, page 39. Changing northern terminus of road from St. Clair township, Columbiana county, to Youngstown, Mahoning county.

INCREASE OF STOCK.

Cincinnati and Baltimore Railway Company—Filed July 18, 1874. Record of Incorporations No. 14, page 20. Of increase authorized by vote of stockholders July 16, 1874, of \$150,000, making total authorized capital \$1,125,000.

Baltimore Short Line Railway Company—Filed September 11, 1874. Record of Incorporations No. 14, page 127. Of increase authorized by vote of stockholders September 7, 1874, of \$625,000, making total authorized capital \$1,125,000.

Ohio and Toledo Railroad Company—Filed October 15, 1874. Record of Incorporations No. 14, page 136. Of increase authorized by vote of stockholder October 12, 1874, of \$1,300,000, making total authorized capital \$1,500,000.

Cleveland, Mt. Vernon and Delaware Railroad Company—Filed January 22, 1875. Record of Incorporations No. 14, page 375. Of increase authorized by vote of stockholders January 20, 1875, of \$1,500,000 of common stock, making authorized capital \$5,000,000 common, and \$500,000 preferred; a total of \$5,500,000.

Atlantic and Lake Erie Railway Company—Filed March 26, 1875. Record of Incorporations No. 14, page 531. Of increase authorized by vote of stockholders March 17, 1875, of \$7,000,000, making total authorized capital \$12,000,000.

Massillon and Coshocton Railway Company—Filed May 10, 1875. Record of Incorporations No. 15, page 44. Of increase authorized by vote of stockholders April 30, 1875, of \$500,000 of common stock, making total authorized capital \$800,000.

RAILROAD LAWS.

The following were passed at the session ending March 30, 1875 :

AN ACT to amend an act entitled "An act relating to the sale of bonds of railroad companies, and to increase the number of directors," passed December 15, 1852. (S. & C., 322.)

[1875, Jan. 14, p. 17, vol. 72.]

SECTION 1. *Be it enacted by the General Assembly of the State of Ohio*, That section three of the above recited act be so amended as to read as follows :

Section 3. That any railroad company heretofore incorporated, or which may be hereafter incorporated in this state, shall be and is hereby authorized, by vote of a majority of the stock of such company, at any regular annual meeting of the company, to increase the number of directors provided for in the charter of such company to any number not greater than fifteen, or to decrease the number, after it shall have been so increased, to any number not below seven; and the increased or decreased number of directors thus created shall have the same powers and perform the same duties as may be provided for in the charter of such company.

SEC. 2. That original section three of the act to which this is amendatory be and the same is hereby repealed.

SEC. 3. This act shall take effect and be in force from and after its passage.

AN ACT to provide for the disposition of unclaimed freight and express packages, and to amend an act entitled "An act providing for the disposition of unclaimed freight and express packages," passed April 16, 1867. (S. & S., p. 93.)

[1875, Jan. 26, p. 17, vol. 72.]

SECTION 1. *Be it enacted by the General Assembly of the State of Ohio*, That it shall be the duty of all express companies, transportation companies, forwarding and commission merchants, common carriers, warehousemen, wharfingers and railroad companies, doing business in this state, within thirty days after the receipt of any property in their warehouse, depot, station, store or other place of deposit or doing business, when such property is plainly marked with the owner's name and place of residence, or shall be otherwise known, to notify the owner or owners that such property is held by them subject to charges, either by leaving such notice at the usual residence or place of business of such owner or owners, or by depositing the same, postage prepaid, in the proper post-office, duly addressed to such owner or owners.

SEC. 2. That all such persons, associations or companies shall keep a register, in which shall be entered a list or inventory of all goods, wares, merchandise, baggage or other property, with a pertinent description thereof by marks thereon, size, weight or color, and the depot, warehouse, or other place where the same is deposited, the time when the same was received, and the amount of charges claimed thereon, which may be left in the possession of such persons, associations or companies, by reason of the owner or owners being unknown, or when such owner's residence is not known, or when such property has been refused, or the owner has neglected to receive and take the same.

SEC. 3. That when any such property has been conveyed to any point in this state, and shall remain unclaimed for the space of six months at the place to which it is consigned, and the owner, whether known or unknown, fails within that time to claim such freight or other property, and to pay the proper charges, if there may be any

against it, then it shall be lawful for such persons, associations or companies to sell such freight, or other property, at public auction, offering each article separately: Provided, if the owner or consignee is known or can be found in the county where such property is, and the notice given as provided in section one of this act, or in case the owner is unknown, or is a non-resident of the county, or his place of residence is unknown, by publication for not less than ten days in some newspaper of general circulation in such county, and if the said charges are not paid, and the freight removed from the premises of said company within ten days from the time of service of such notice, said railroad or other company may bring suit before any court of competent jurisdiction for the amount of said freight and the legal charges thereon; and said claim, when established, shall be a lien upon the goods or merchandise so carried; and said company shall have the right to recover the amount aforesaid, with other legal charges, by public sale of such goods or merchandise: provided, it shall be lawful for such railroad or other company, after the expiration of ten days from the date of giving or depositing the notice, as provided in the first section of this act, to the owner or consignee of goods thus received, and not removed as aforesaid, to charge a fair and reasonable cost for storage of the same, which shall be a lien upon the goods so stored; also, after the expiration of said ten days, it shall be lawful for said company to deliver said goods to any warehouseman or storage merchant at the point of destination of such goods or merchandise, or in case there be no reasonable warehouseman or storage merchant at such point willing to receive such goods, then at the most convenient point where such storage can be effected, and receive from such warehouseman the freight and charges due such railroad or other company upon the same, notifying the owner or consignee of such storage, when known, in the manner provided in the first section of this act, who shall be liable to such warehouseman or storage agent for advances made and all reasonable charges for storage.

SEC. 4. Such property shall be offered for sale in the place where the office, station, depot or warehouse in which the same shall have been deposited for safe keeping is located, and if not sold when once offered, may be offered for sale at any other place where such persons, associations or companies may deem best to insure a prompt sale thereof. At least thirty days' notice of the time and place of sale, containing a descriptive list of the several articles to be sold, with names, numbers and marks thereon, shall be given by posting such notice in three public places, and at the office, station or depot of such person, association or company, if any there be in the county where the place to which such property was consigned is situated, and by publication in two newspapers of general circulation in such county, if any there be; and if such property is to be sold at any other place than where it was consigned, by like publication in two newspapers of general circulation in such place, in addition to the posting and publication at the place of consignment. Such person, association or company, from the proceeds of the sale of any such property, shall pay all the necessary costs and expenses of the sale, and all proper charges for freight and storage of the property sold, apportioning such expenses and charges as near as may be among the articles sold to the amount received for each, and hold the overplus, if any, subject to the order of the owner thereof, at any time within one year after such sale, upon proof of ownership by affidavit of the claimant or attorney; and after the expiration of one year all such sums unclaimed shall be paid into the state treasury, to be placed to the credit of common schools: Provided, that any such articles not sold may be offered again, as above provided, until sold.

SEC. 5. All such persons, associations or companies shall keep a copy of the notice, a copy of the sale bill, and the expenses thereof, proportional to each article sold, and also the oath of the claimant of the residue of the proceeds as aforesaid, and shall furnish an

inspection of the same, and, if required, copies thereof to any one, on payment of the proper charges therefor.

SEC. 6. If any perishable property shall be so conveyed as freight as aforesaid, and remain unclaimed until in danger of great depreciation, or the same shall be refused, or the owner thereof can not be found, then such persons, associations or companies may sell the same at private sale, or auction, without giving notice, for the best price it will bring, and apply the proceeds as aforesaid.

SEC. 7. If any such person or persons, associations or companies, shall refuse or neglect to perform any of the duties required by this act, with the intent to avoid the provisions thereof, every such person or persons, associations or companies, shall forfeit and pay any sum not less than one hundred dollars, nor more than five hundred dollars, at the discretion of the court, to be recovered for the use of common schools in the county in which the principal office of such person or persons, association or company is located, and shall, moreover, be liable to any person injured thereby in double the value of the property.

SEC. 8. If any person having the custody of any such property, or the proceeds thereof, shall conceal, embezzle, or in any manner dispose of the same with intent to avoid the provisions of this act, or convert the same to their own use, every person so offending shall be deemed guilty of larceny, and upon conviction thereof shall be punished as for stealing other property of like value.

SEC. 9. If the owner of any such property shall, at any time within five years, reclaim the same, and produce satisfactory evidence to the auditor of state of his ownership thereof, the said auditor shall draw his warrant upon the treasurer of state for the amount paid into the state treasury.

SEC. 10. The act entitled an act providing for the disposition of unclaimed freight and express packages, passed April 16, 1867 (64 Ohio Laws, 209; Swan & Saylor, 93), is hereby repealed.

SEC. 10. This act shall take effect from and after its passage.

AN ACT to prohibit and punish certain offenses therein mentioned.

[1875, Feb. 8, p. 32, vol. 72.]

SECTION 1. *Be it enacted by the General Assembly of the State of Ohio*, That it shall be unlawful for any person or persons to ride or drive any horse or other domestic animal, or to knowingly permit any such animal to go into the inclosure of any railroad company, or other party, formed by fencing its line of road, as provided under the act of March 25th, 1859, for inclosing railroads by fences and cattle-guards, and all acts amendatory thereof or supplementary thereto, at any other place than at a public or private crossing, as provided for in said act, and for any purpose other than crossing said railroad lands; and it shall be unlawful for any person or persons to knowingly permit any such animal or animals to remain in such inclosure, or to leave the fence down at any private crossing on either side of said road for any longer time than is necessary in constructing or using said crossing, or to place any material upon the railroad track while constructing any private crossing, that will in any way or manner interfere with running trains over said road, or in any manner to move any tie in said road, or any iron forming any part of said road. Any person or persons violating either of the provisions of this act shall be guilty of a misdemeanor, and on conviction thereof shall be fined in any sum not less than ten dollars, or imprisoned in the county jail not less than five nor more than thirty days, and shall also be liable to said railroad company, or other

party operating the same, for all damages they may sustain by reason of any such act, to be recovered in a civil action before any court having jurisdiction thereof.

Sec. 2. This act shall take effect and be in force from and after its passage.

AN ACT to authorize the votes of stockholders of certain incorporated companies to be cast by proxy.

[1875, Feb. 23, p. 39, vol. 74.]

SECTION 1. *Be it enacted by the General Assembly of the State of Ohio*, That at all meetings of stockholders of railroad and mining companies, the vote of any stockholder not present may be cast by proxy.

Sec. 2. This act shall take effect and be in force from and after its passage.

AN ACT to amend section two of an act entitled "An act supplementary to an act entitled an act to provide for the creation and regulation of incorporated companies in the State of Ohio," passed May 1, 1852 (S. & C., page 271), passed April 27, 1872. (Ohio Laws, Vol. 69.)

[1875, March 20, p. 70, vol. 72.]

SECTION 1. *Be it enacted by the General Assembly of the State of Ohio*, That section two of the above recited act be so amended as to read as follows:

Sec. 2. That whenever any railroad company incorporated under any general law of this state shall desire to extend the line of its road beyond either of its previously designed termini, the president and directors of such railroad company may submit the question of such extension and change of termini to a meeting of the stockholders of said company, to be called for that purpose by notice in some newspaper or newspapers in circulation in each county through which such railroad may then run, and if the holders of the majority of said stock, in person or by proxy, shall so determine, then the said president and directors, or a majority of them, shall be and they are hereby empowered and authorized to make out a certificate of the fact, naming the places of the new termini or terminus of said road, and the county or counties through which the extended line of said road may run, which certificate shall be attested, as provided in the act to which this is supplementary, in case of original certificates, and file it in the office of the secretary of state and such certificate and such extension shall, to all intents and purposes, be considered and held to be a part of the original line of said road.

SEC. 2. Said original section two is hereby repealed.

SEC. 3. This act shall take effect and be in force from and after its passage.

AN ACT amendatory of and supplementary to the act passed April 23, 1872, entitled an act prescribing the mode of assessment and collection of compensation to the owners of private property appropriated by and to the use of corporations. (69 Laws, 88.)

[1875, March 21, p. 71, vol. 72.]

SECTION 1. *Be it enacted by the General Assembly of the State of Ohio*, That section three of the above named act be and the same is hereby amended so as to read as follows:

Sec. 3. When any parcel of property or right named in the petition is situate in two or more counties, the petition may be filed in either one in which any of the owners are resident, or if none of the owners are resident in any of such counties, it may be filed in either one thereof. The petition may include one or more of the several parcels of

property or rights in the county to be appropriated, and in either case shall constitute and be styled an "Appropriation Proceeding," but all separate action had therein as to each separate parcel of property or right embraced in such appropriation proceeding shall be considered as a separate case therein, and the owners of each such separate parcel or right as joint defendants in such case, entitled to a separate trial in such order as the probate judge shall direct, before the jury first impaneled in the appropriation proceeding, until the discharge thereof, subject to the right of challenge as hereinafter provided. Upon the filing of the petition the probate judge shall, upon the precept of the petitioner therefor being filed, immediately issue a summons for all the owners and persons, having an interest, named in such precept, who are set forth in the petition as residents of this state, directed to the sheriff of the proper county, commanding him to notify the persons therein named of the filing of the petition, and to appear thereto at a time to be fixed in the summons by the judge, not less than five nor more than fifteen days from the date of the issuing thereof. Where any writ is returned "Not summoned," other writs may be issued until the defendants shall be duly summoned, and writs may be issued to different counties at the same time, and shall be served and returned as provided in the code of civil procedure; and whenever any owner or person having an interest is unknown, or is a non-resident of this state, or his or their residence is unknown, the corporation, by its proper officer, agent, or attorney, may at any time after filing the petition proceed to make service by publication against such owner or persons, by publishing in some newspaper of general circulation in the county where the petition is filed, for four consecutive weeks, a notice containing a summary statement of the object and prayer of the petition, so far as it relates to the property of the owner or person thus to be notified, the court in which it is filed, and the time when such owner or person is to appear thereto, not exceeding twenty nor less than ten days after such service is complete; at which time proper proceedings shall be had in accordance with the provisions of this act. Such service by publication shall be deemed complete when made as above provided, and may be proved by the affidavit of the printer, publisher or manager of the paper in which it is published, or other person knowing the same.

SEC. 2. That section four of the act to which this is amendatory be so amended as to read as follows:

Sec. 4. On the first appearance day in the appropriation proceeding, of which any property owner set forth in the petition has been duly notified by summons or publication, and before issuing a notice for the selection of a jury, the probate judge shall proceed to inquire and determine the questions of the corporate existence of the corporation, its legal right to make appropriation under this act, the inability of such corporation to agree with the owner or owners of the property sought to be appropriated, and the necessity for the appropriation, upon all of which questions any of the property owners present may be heard, and the corporation shall satisfy the court affirmatively by satisfactory proof.

SEC. 3. That section five of the aforesaid act to which this is amendatory be so amended as to read as follows:

Sec. 5. That it shall be the duty of the probate court, immediately upon finding in favor of the corporation upon the preliminary inquiry provided for in section four, to issue a notice to the clerk of the court of common pleas and the sheriff of the county where the petition is filed, directing them to select sixteen persons for a jury, and the said clerk and sheriff shall, within two days after the receipt of such notice, proceed to select from the names returned to serve as jurors sixteen men in the same manner that jurors are selected for the trial of any civil case in the court of common pleas, for the purpose of

estimating the amount of compensation the property owners, in such cases, in the appropriation proceeding as shall be brought before them, shall be entitled to by reason of the appropriation sought; and the said clerk shall immediately return the names of the persons so selected to the probate judge, who shall thereupon issue his *venire facias* to the sheriff of the county to summon such persons to attend at the office of said judge on the day specified in such writ by the judge, not exceeding ten days from the date of issuing the same, from whom a jury of twelve men shall be impaneled as hereinafter provided, and each separate case in the appropriation proceeding in which a jury trial shall be demanded, shall be tried before the jury so impaneled, subject to the right of challenge as hereinafter provided, in such order as the court shall direct, until said jury be discharged; and the judge shall have power to discharge said jury and cause other juries to be selected and impaneled, in accordance with the provisions of this act, and to cause vacancies occurring in any jury from any cause, to be filled by talesmen; and also to adjourn or continue any case or cases in such manner as he shall deem necessary for the proper and convenient trial of the several cases, or as may be necessary for the purpose of obtaining proper service upon the property owners in the proceeding. All such trials shall be conducted in the same manner as civil trials in the court of common pleas, so far as applicable, except as otherwise provided in this act.

SEC. 4. That section six of the act to which this is amendatory be so amended as to read as follows:

See, 6. It shall be the duty of the sheriff receiving such *venire facias*, to summon the persons therein named in the same manner that jurors are summoned to attend the court of common pleas, and if by reason of non-attendance, sickness or other cause, any of said list of sixteen persons shall not be present and in condition to serve as jurors, the judge shall order the sheriff to fill the vacancies with talesmen from the bystanders or neighboring citizens, so as to complete said list of sixteen; and when said list of sixteen is full, the probate judge shall call upon each separately, beginning with the first named in the list, to take his place in the jury box, and shall personally inquire of each one, as called, whether he is interested in any way in any of the property or rights sought to be appropriated, or in the corporation filing the petition, either as owner, stockholder, agent or attorney or otherwise, and if such person shall answer in the affirmative, or if such fact be shown to the judge by satisfactory evidence, such person shall be excused from serving on the jury, and the next person on said list shall be called and interrogated in like manner; and if the said list of sixteen shall have been exhausted before a proper jury of twelve men is taken and accepted therefrom, the judge shall order the sheriff to fill the remaining vacancies in the jury box required to make up the number of twelve, with talesmen, who shall be interrogated as herein above provided; and the trials demanded in the several separate cases, shall be proceeded with in such order and time as the court may direct: Provided, that in each case, the petitioner and the property owner in such case jointly, shall have the right to two peremptory challenges and to challenges for cause, to be made by said parties respectively, when the case is ready for trial; and before proceeding in such trial, all vacancies arising in the jury from challenge or otherwise shall be filled by talesmen, to whom the inquiries and oath in this act prescribed shall be administered.

SEC. 5. That section seven of the act to which this is amendatory be so amended as to read as follows:

See, 7. When, after such interrogation, the jury-box shall be filled with twelve disinterested jurors, the probate judge shall administer to them the following oath: "You and each of you do solemnly swear (or affirm) that you will justly and impartially

assess, according to your best judgment, the amount of compensation which is due to the proper owners in the cases that shall be brought before you in this proceeding, by reason of the appropriation of their property described in the petition to the use of [here name the corporation], in the proceeding now pending, irrespective of any benefit from any improvement proposed by such corporation; and you do further swear (or affirm) that you will, in assessing any damages that may occur to such property owners, by reason of the appropriation, other than the compensation, further ascertain how much less valuable the remaining portion of said property will be in consequence of such appropriation; this you swear as you shall answer to God (or affirm), under the pains and penalties of perjury."

SEC. 6. That section ten of the act to which this is amendatory, as the same was amended April 19, 1873 (70 Laws, 146), be so amended as to read as follows:

Sec. 10. After the case is submitted to the jury, they shall render their verdict in writing, signed by their foreman, to the judge, who shall cause the same to be entered of record, and unless for good cause shown, upon motion to be filed within ten days after the verdict is rendered, a new trial be granted, he shall enter a judgment confirming such verdict, upon payment to the party entitled thereto or deposit with the probate judge, of the amount of such verdict, and such costs as shall have lawfully accrued in such case up to the time, the corporation shall be entitled to take possession of and shall hold the property or right so appropriated, for the uses and purposes for which it was sought to be appropriated, as set forth in the petition, and the judge shall enter of record an order to that effect, and if necessary, proper process shall be issued to place the corporation in possession thereof: Provided, that in any case where the corporation shall fail to make payment or deposit as aforesaid within thirty days after confirmation of the verdict, the probate judge, on motion of the party entitled to such payment, to be filed within ten days after the expiration of said thirty days from the confirmation aforesaid, shall enter an order directing said corporation to make such payment or deposit within thirty days after the date of such order, and unless such corporation shall, within said thirty days, make such payment or deposit, it shall be held and considered to have thereby abandoned the property or rights so appropriated, and all claims thereon under its proceeding, and the judge shall enter an order to that effect; and shall also enter a judgment against the corporation and in favor of the party entitled to such payment, for such amount of expenses, including time spent and attorney's fees, incurred by him in the proceeding, as the court, upon the evidence offered in that behalf, shall deem just and reasonable, for which execution may be issued against the corporation, and both the corporation and the directors thereof, individually, shall be liable upon such judgment; and if such judgment shall not be satisfied within thirty days after the rendition thereof, or if the party entitled thereto shall not be satisfied with the amount thereof, such party shall have a right of action against the petitioner for his expenses aforesaid, including time spent and attorney fees, and also for his expenses, including reasonable attorney fees, incurred in prosecuting such action; provided, that the same shall be brought within six months after the rendition of said judgment in the probate court; but no corporation shall be allowed to abandon any proceeding without first paying into court the amount of the defendant's costs, expenses, and attorney's fees as found by the court.

SEC. 7. That any corporation, organized under the laws of Ohio, which shall seek, under the provisions of this act or the acts to which this is supplementary and amendatory, or any general law of this state, to appropriate property to its use, or to exercise the power of eminent domain, or which shall come into the possession or use of property

so hereafter appropriated, shall thereby and thereafter be deemed and held to have consented and to be a corporation in all respects, and to all intents and purposes, and as to all its property, rights, power, and obligations, enjoyed or exercised within this state, subject to the provisions of the constitution of the state and the laws passed in pursuance thereof.

SEC. 8. Every railroad corporation or company, now or hereafter owning and occupying any right of way or easement in any lands, either by agreement with the owners or by virtue of any condemnation proceeding, shall present to the auditor of the county where such land is situate a statement of the quantity of such land embraced within such right of way or easement, and said quantity shall be deducted by the auditor from said land on the tax duplicate, so that the owners thereof shall not be required to pay taxes upon said quantity. All corporations or companies, now owning and occupying any such right of way or easement shall present said statement within six months after the passage of this act, and all that shall hereafter come into such ownership and occupancy within six months thereafter; and if any corporation or company shall neglect to present such statement after being requested so to do by the land owner, such owner may do so after the expiration of six months. And whenever the grant of such right of way or easement is not in the form of a lawfully executed deed or lease, it shall be the duty of the recorder of the county where the same is situate, upon the request of the corporation or company owning such right of way or easement, to record such grant in the record book of leases and index of same, and such record, or a copy thereof duly certified by the recorder, shall be received in evidence in all courts and places, in the same manner and to the same effect as the original: Provided, that the correctness of such record or copy may be impeached by any interested party by competent proof. The recorder shall be entitled to the usual fee for recording such grants and certifying copies thereof.

SEC. 9. That any railroad corporation of this state shall have authority to condemn and appropriate to its own use the interest and easement in and to quiet title as to any unfinished road-bed, or part thereof on the line of its proposed road, owned or claimed by any other company or companies where the same has remained substantially in the same unfinished condition, and without having the ties and iron placed thereon for the period of ten years or more. Every such company shall be made a party defendant to the condemnation proceedings, and shall file an answer therein, setting forth fully its title to and interest in such road-bed, or part thereof sought to be appropriated, if any it claims, to which answer the plaintiff shall plead issuably, unless it admit the validity of the defendant's claim. And where it shall be determined by the court, upon issue of law, or by the jury upon issue of fact, or by the admission of the pleadings, or by reason of failure to plead, that any such company asserting such ownership or claim is not entitled thereto, judgment, including costs, shall be rendered accordingly; but where it in like manner shall be determined that any such company had an interest in such road-bed, or part thereof so sought to be appropriated, the jury shall determine and state the amount of compensation due according to law to such company on account of the appropriation of such interests as aforesaid: Provided, proceedings under this section may be commenced in the court of common pleas, or superior court of the proper county, in which event the case, on motion, shall be taken out of its order by said court, or by any appellate or reviewing court, and determine without unnecessary delay, and proceedings in error to such common pleas or superior court may be commenced directly in the supreme court; provided, further, that the provisions of this act as to juries shall not apply to appropriations authorized by this section.

SEC. 10. That sections three, four, five, six, and seven of the act to which this is amendatory, and section ten as amended by the act passed April 19, 1873 (70 O. L., 146), amending section ten of the above named act, be and the same are hereby repealed.

SEC. 11. That this act shall take effect from and after its passage.

AN ACT to amend an act passed May 7, 1869 (O. L., Vol. 66, p. 344), entitled "An act to amend an act to provide for the voluntary dissolution of corporations," passed April 15, 1867, and to repeal the act so hereby amended.

[1875, March 29, p. 138, Vol. 72.]

SECTION 1. *Be it enacted by the General Assembly of the State of Ohio*, That section one of the above recited act of April 16th [15th], 1867, as amended by said act of May 7th, 1869, be and the same is hereby amended so as to read as follows:

Section 1. That whenever the directors, trustees, or other officers having the management of the concerns of any corporation, or the majority of them, or whenever any number of stockholders representing not less than one-third of the capital stock of any corporation organized under the laws of the state, shall discover that the stock, property and effects of such corporation have been so far reduced by losses or otherwise that it will not be able to pay all just demands to which it may be liable, or to afford a reasonable security to those who may deal with such corporation, or whenever such directors, trustees or officers, or a majority of them, or whenever any number of stockholders representing not less than one-third of the capital stock of any corporation organized under the laws of this state, shall deem it beneficial to the interests of the stockholders that such corporation should be dissolved, or when such directors, trustees or other officers shall be thereby authorized to apply for a decree as hereinafter provided for by a majority of the stockholders, or whenever the object of such corporation shall wholly fail, or be entirely abandoned, or it shall be impracticable to accomplish such objects, they may apply to the court of common pleas of the county, or the superior court of the city or county in which the principal place of conducting the business of said corporation shall be situated, by petition, for dissolving such corporation, pursuant to the provisions of this act.

SEC. 2. That the original section so hereby amended be and the same is hereby repealed, and this act shall take effect from and after its passage.

AN ACT to amend section thirteen of the act of May 1, 1852, entitled an act to provide for the creation and regulation of incorporated companies in the state of Ohio, as amended April 20, 1874 (71 O. L., 146), and to repeal an act therein named.

[1875, March 30, p. 143, Vol. 72.]

SECTION 1. *Be it enacted by the General Assembly of the State of Ohio*, That section thirteen of the above mentioned act be amended so as to read as follows:

Sec. 13. Such corporation, or any corporation operating a railroad, in whole or in part, in this state, may demand and receive for the transportation of passengers on said road not exceeding three cents per mile for a distance of more than eight miles: Provided, the fare shall always be made that multiple of five nearest reached by multiplying the rate by the distance; and for transportation of property not exceeding five cents per ton per mile when the same is transported a distance of thirty miles or more; and in case the same is transported a less distance than thirty miles, such reasonable rate as may be from time to time fixed by said corporation or prescribed by law; provided, that for the

transportation of coal, pig-iron, limestone, iron ore, undressed stone or lumber, not more than five cents per ton per mile shall be charged for any distance of five miles or more, and in case the same is transported a less distance than five miles such reasonable rates as may be from time to time fixed by said corporation, or prescribed by law, and said railroad corporation may charge on such freight a reasonable rate for loading and unloading when the same is in fact done by such corporation; and every such corporation, its officers, employes or agents who shall violate, or permit to be violated, the provisions of this act, or any other corporation, its officers, employes or agents who shall demand or receive a greater sum of money for the transportation of passengers or property on or over their railroad than the sum allowed by law, shall pay to the party aggrieved for every such overcharge a sum equal to double the amount of the overcharge, but in no case shall the amount to be paid be less than one hundred and fifty dollars to any bona fide claimant using said road in the due course of his business; provided further, that this act shall apply to all railroads now in operation in this state organized under the provisions of the act entitled "an act regulating railroad companies," passed February 11, 1848, and all other railroad companies now in operation chartered by special acts of the General Assembly since the passage of said act, which by the acts of incorporation make such railroad companies subject to the restrictions of said act of February 11, 1848, and to all railroads and railroad companies organized under any of the laws of Ohio; except that the provisions of the first section of this act shall not apply to any railroad not exceeding twelve miles in length, nor to any railroad in course of construction, and whose gross earnings are less than four thousand dollars per mile per annum, where such railroads are not owned or operated by corporations operating another railroad; provided, that any such railroad shall not remain in such uncompleted state for a greater period than five years from and after the passage of this act.

SEC. 2. That the said act of April 20, 1874, be and the same is hereby repealed, and the repeal of said act shall affect and annul penalties accruing or accrued under said act, or the act of April 25, 1873, repealed thereby: Provided, that no railroad company or corporation shall be released from its liability in actions now pending and causes of action heretofore accrued to any person from whom such railroad company or corporation, by its officers or agents, shall have demanded and received fare or freight at a rate above that allowed by law: provided, such person paid such overcharge while using such railroad in the due course of his or her business, and not for the purpose or with the view of obtaining the penalty provided by law for such overcharges, and such person may maintain his or her action in any court of competent jurisdiction for the recovery of such penalty.

SEC. 3. This act shall take effect and be in force from and after its passage.

AN ACT to amend section one of an act entitled "An act to create a lien in favor of mechanics and others in certain cases," passed March 11, 1843 (S. & C., 833); also, to amend section one of an act amendatory and supplementary thereto, passed May 1, 1871. (O. L., Vol. 68, page 107.)

[1875, March 30, p. 466, Vol. 72.]

SECTION 1. *Be it enacted by the General Assembly of the State of Ohio,* That section one of the above named act of March 11, 1843, be so amended as to read as follows:

Section 1. That any person who shall perform labor, or furnish material or machinery for constructing, altering or repairing any boat, vessel or other watercraft, or for erecting, repairing, removing, raising or lowering any house, mill, manufactory, or other building or appurtenance, or any portion thereof, by virtue of a contract or agreement

with the owner thereof, shall have a lien, to secure the payment of the same, upon such boat, vessel, or other watercraft, and upon such house, mill, manufactory or other building or appurtenance, and the lot of land on which the same shall stand, or be removed to.

SEC. 2. That section one of said amendatory and supplementary act of May 1, 1871, be so amended as to read as follows:

Section 1. That any mechanic or other person doing or performing any work toward the erection, construction, alteration, removal, raising, lowering or repairing of any house, mill, distillery, bridge, manufactory, fixture, road, turnpike, street, sewer, ditch, railroad or other structure, building or apparatus, or any boat, vessel or other watercraft, erected, constructed, altered or repaired under a contract between the owner thereof, or the board, company or corporation first authorizing or contracting for said work, and the builder or other person, whether such work shall be done as journeyman, laborer, carman, sub-contractor, or otherwise, or any person who shall furnish materials for the construction, alteration, repair or removal of any such building, structure, fixture or vessel, whose demands for work so done, or materials so furnished, have not been paid and satisfied, may deliver to or file with such owner, board, corporation or company, or the secretary, clerk or agent thereof, an attested account of the amount and value of the work and labor thus performed or materials furnished and remaining unpaid; and thereupon such owner, board, corporation or company shall retain, out of his or its subsequent payments to the contractor, the amount of such work and labor or material for the benefit of the person so performing or furnishing the same.

SEC. 3. That section one of said original act of March 11, 1843, and section one of said amendatory and supplementary act of May 1, 1871, be and the same are hereby repealed.

SEC. 4. This act shall take effect and be in force from and after its passage.

TELEGRAPH COMPANIES.

The proper blanks were prepared and mailed July 9th to all companies within the knowledge of this office having telegraph lines within the State, but no reports for the current year have been made except by the Hillsboro and the Western Union Companies. The Atlantic and Pacific Company—as noted in Commissioner's report—failed to furnish report for 1874, although duly notified to do so, and subsequently advised of its omission to comply with the law. The only response up to the present time, elicited by our efforts the past year to obtain report from that company, is a dispatch dated New York, December 2d, which, in answer to a message of inquiry as to what course the company intended to pursue in regard to its report, says: "Report is being prepared and will be forwarded in few days." The case will be presented to the Attorney-General for advice and such action as he shall deem proper.

No reports were made by the City and Suburban Telegraph Association, the Put-in-Bay, nor the Union Metropolitan Telegraph Companies, reporting last year. Cause assigned by the first named: "We send no messages. In fact, our whole business consists in putting up short lines for private individuals, mostly connecting their office, factory, and residence, to be used, of course, exclusively by such parties; our compensation being

the payment of an annual rent, and in some cases payment for the line outright."

A reference was also made to the Gold and Stock Telegraph Company as being an older organization and conducted on similar principles, but which made no report. Upon being thus first apprised of its existence, report blanks were forwarded to that company. In reply the following communication, dated September 1st, was addressed by the Secretary of the Company to the Commissioner: "The Gold and Stock Telegraph Company represents that its business in Ohio is the distribution to subscribers of commercial and stock quotations, partially by messengers and partially by wires—the system of wires belonging to the Western Union Telegraph Company."

The two other companies named were organized for similar and local purposes, and it is questionable if the intent of the law is to require reports made in such cases. If made, there is to the public no apparent advantage, or if withheld it suffers no detriment.

COMPLAINTS.

There has been but a single complaint made to the Commissioner during the year just closed of alleged violations of law by railroad companies. This was that the tariff on the Dayton and Michigan for transportation of passengers was in excess of rates specified by sec. 13 of act of May 1, 1852, to provide for the creation and regulation of incorporated companies in the State of Ohio, as amended March 30, 1875. As the party was advised, the remedy provided by the act is in the hands of parties aggrieved, and to enforce the penalty for violation, suit must be brought by them.

The following communication was addressed to the President of the Company, under date of June 29, 1875:

"SIR: Complaint is made to this office that a higher rate of fare is charged for the transportation of passengers upon the Dayton and Michigan Railroad than allowed by law; specifically, that 80 cents is charged from Troy to Dayton, and a similar charge from Troy to Sidney, the distance in each case being 20 miles, and 4 cents per mile, while the limit of legal charge for distances over 8 miles is 3 cents per mile. The amendatory act of 30th March, 1875 (72 O. L., 143), specially includes in its operations roads of the status of the Dayton and Michigan, which are subject by their charters to the restrictions of the act of February 11, 1848. I trust you will at once have your tariff so modified as to conform to the law, and thus avoid just causes of complaint and liability to penalties for violation. Advise me as to your action in the matter."

The legal counsel of the company, to whom this was referred, takes the ground that the act named is unconstitutional, in seeking to encroach upon and interfere with the company's chartered rights, and that he could not advise a compliance with its provisions upon compulsion. The case is submitted to the Attorney-General for his decision as to what, if any, action is required to be taken by the Commissioner.

The general public do not appear to have clear or defined ideas as to the authority or

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to redress violations of law by railroad companies upon complaint of aggrieved parties. Under the head of "Authority and Duties of the Commissioner," in this report, may be found the particular laws in force conferring the former and prescribing the latter.

Sec. 5 of the act of April 5, 1867, creating the office, makes it the duty of the Commissioner to examine into all violations of any of the laws of this State relating to railroads by any officer, employé or agent of any railroad company, coming to his knowledge by complaint or otherwise, and if found true, to report the same in his annual report to the Governor; and farther, he shall prosecute or cause to be prosecuted all violations of any of the laws relating to railroads. This is apparently mandatory, but if so intended subsequent legislation has in some cases ignored and in others nullified this provision.

Section 6 confers upon the Commissioner power to regulate the speed, or wholly stop the running of trains over defective tracks, bridges, or other structures within the State, when, in his opinion, they are believed to be dangerous and unfit for the transportation of passengers with safety; and makes it his duty to notify the superintendent or other executive officer of any railroad upon which such defective structure exists of such condition, and direct such repairs as shall place the same in a safe condition.

A violation by any employé of such orders issued by the Commissioner is declared a misdemeanor, with a penalty upon conviction of fine, imprisonment, or both, at discretion of the court; the company, for failure to make prescribed repairs, and in time specified by Commissioner, to forfeit and pay one hundred dollars for each and every day ensuing thereafter until repairs are made.

The act of March 9, 1868 (65 O. L., 21), forbidding the obstructing of any public road or highway authorized by any law of this State, "by permitting any railroad car or cars or locomotive to remain upon or across such road or highway for a longer period than five minutes," etc., directs

that fines and damages sustained shall be recovered by an action at the suit of the trustees of the township, or any person suing before a justice of the peace within the county, or by indictment in the court of common pleas of the proper county, all fines accruing to be paid over to the treasurer of the township in which such offense was committed.

It is suggested in this connection that, although the provisions of the act just named may, perhaps, be so construed as to apply to the placing of such or other obstructions by a railway company upon its line where the same is crossed by another railroad at grade, yet it might be well by explicit enactment to forbid the agents or employes of any railway company to obstruct, maliciously or otherwise, the regular passing of the trains of any other company where lines thus cross each other.

The act of May 14, 1868 (65 O. L., 194), "for the protection of railway passengers," declares as unlawful the permitting of any horse, cattle, hogs, sheep, etc., by the owner or keeper thereof, to enter any inclosure of any railroad, or to be led or driven upon the track thereof, or permitted to remain thereon; and that persons so offending shall be deemed guilty of a misdemeanor, upon conviction to be fined not to exceed ten dollars for the first or thirty dollars for each additional offense. The act does not specify the disposition to be made of fines thus collected, or by whom suit is to be brought; but the most serious defect is the failure to fix the responsibility and provide adequate penalties for such violations when causing accidents to engines, cars or trains, resulting in great damage to property, if not loss of human life.

The 1st section of act of May 1, 1869 (66 O. L., 94), "to protect more effectually the lives of railroad passengers from casualties by fire," requires that each railroad company in this State shall, when necessary to heat any of its cars, do so by heating apparatus so constructed that the fire in it will be immediately extinguished whenever the cars are thrown from the track and overturned; also, making it unlawful for any such company to allow any cars run upon its roads by other companies or parties unless the heating apparatus of such cars conforms to requirement specified.

The 2d section declares it unlawful to light cars by any other means than candles; and a railroad company violating either of the provisions of the act is liable to forfeiture of from one hundred to five hundred dollars, to be recovered in an action for debt upon the complaint of any person before a justice of the peace of any county in which violations shall occur, one half to go to the informer, etc. Notwithstanding this incentive or premium to informers—who may act either from good motives, from spite, or hope of gain, and the fact that careful inquiry shows the greater

number of cars run upon our roads to be heated by stoves, that are more or less secure by being bolted in their places, yet not so constructed as to extinguish fire in them in case of car being overturned—no instance has come to the knowledge of this office where any person has prosecuted a railroad company for such violation. The general opinion held by those best qualified to judge in regard to this subject corroborates that expressed by Commissioner Wright in the report for 1870, that no practical and effectual apparatus has yet been devised that meets the requirements of the act.

There are some cases reported of cars being lighted by lamps, but disclaiming the use of explosive or inflammable oils. Where cars are heated by steam or hot air, the danger incurred in the use of sperm or other non-inflammable oils would be but small, but if heated by coal or wood-burning stoves, and by any cause the car should be overturned, while candles would at once be extinguished and do no harm, it is evident that sperm or lard oil, by saturating clothing and upholstery of the car, would increase the peril by coming in contact with fire from an overturned stove.

The act of March 10, 1871 (68 O. L., 35), "to promote the safety of travelers upon railways in the State of Ohio," requiring railway companies to provide between passenger cars "a flexible or movable bridge or apron," makes it the duty of the Commissioner to see that its provisions are enforced. Each company operating a railway is directed in its annual report to the Commissioner to state specifically method adopted of bridging between passenger cars where two or more are run in trains. Where the "Miller" platform or coupler—a device which for safety is far in advance of any other in general use—has not been adopted, a plank or board is used, which, being secured by a bolt to one of the cars, allows its adjustment to the motion of the train.

The act of March 11, 1872 (69 O. L., 27), forbids discrimination by the charging or receiving a larger sum for the transportation of freight than is charged by the same line for an equal or greater distance in the same direction for similar freight; those violating the provisions of the act to forfeit and pay to the party aggrieved a sum double the amount of overcharge, but which forfeiture shall in no case be less than twenty-five dollars; and in addition shall also for each such unlawful act forfeit and pay the State of Ohio a penalty of not less than one hundred dollars nor more than one thousand dollars, to be recovered in a civil action brought in the name of the State by the prosecuting attorney of the county where such offense shall have been committed, as a part of his official duties, upon complaint satisfying him that the provisions of the act have been violated.

Section 2 of act of May 1, 1873, to authorize construction of freightways across railroads, specifies the height must be at least 18½ feet in the clear

above the rails, and requires plan of construction to be submitted to and approved by the Commissioner.

The penalty for a violation of the provisions of amendatory act passed March 30, 1875 (72 O. L., 143), fixing maximum rates for transportation of passengers and freight, is that those so offending "shall pay to the party aggrieved for every such overcharge a sum equal to double the amount of the overcharge; but in no case shall the amount to be paid be less than one hundred and fifty dollars, to any bona fide claimant using said road in due course of his business."

RECOMMENDATIONS.

In addition to those already named and suggested herein, it is believed that it would have a practical beneficial effect, and be to the interest of the entire business community, to have a careful and judicious classification made of the different articles transported upon railway lines within the State, affixing to each class a maximum price per 100 lbs per mile when carried in less quantities than by the ton or car load, thus conforming to the method in use of billing and computing freight by railway and transportation companies, and securing uniformity where necessary to transfer merchandise or other articles from the line of one company to that of another.

As it now stands, the law only specifies a maximum rate per ton per mile, without reference to whether coal, ore, lumber, or the lighter and more bulky articles, which, of necessity, cannot be carried so cheaply or economically.

A study of the somewhat incoherent and conflicting provisions of existing laws applicable to or affecting railway companies, will suggest many changes that are practicable, and will simplify the relations between companies and the public.

Laws should not be a dead letter upon the statute book; if right and just they should be enforced, or if found upon trial to be impracticable or unjust, should at once be repealed. A failure to do this when intelligently demanded inevitably tends to bring all law into disrepute, and thus serves to lower the standard of public morals.

REMARKS.

The abstracts of the corporate histories of companies having railway line in Ohio, first prepared for and printed in the Commissioner's report for 1873, have been so generally approved by those desiring a knowledge of the formation, changes and present legal status of each or any of the several companies as now constituted, and are in such request that, re-

vised, amended, and with such additions as were attainable to render them complete as possible, they are included under an appropriate head in this report.

In addition to the comparative tables, giving, under head of "Tabulations from Reports of Railroad Companies," the extent, cost, stock, debt, characteristics, traffic, earnings, etc., a condensed summary is given in the appendix, covering a period of five years, showing the principal items of interest connected with our railroad system; also, tables in which the railway mileage in the State is distributed into counties, specifying main line, double track and sidings, and company by whom owned.

In conclusion, I desire to acknowledge my thanks to Mr. Charles T. Flowers, chief clerk in this office, for his faithful and efficient services in preparing and completing this report; also, for the uniform courtesy extended to the Commissioner by railroad officials and others with whom his duties have called him to associate, thanks are due and are hereby acknowledged.

Very respectfully and truly yours,

JOHN G. THOMPSON, *Commissioner*.

APPENDIX.

COMPARATIVE TABLE OF STOCK, DEBT, EARNINGS, ETC., OF RAILWAYS IN OHIO FOR FIVE YEARS.

ENTIRE LINES.	1871.	1872.	1873.	1874.	1875.
Capital stock paid in.....	\$210,378,148 87	\$219,161,127 55	\$217,099,912 75	\$264,357,620 48	\$268,507,543 68
Funded debt.....	171,011,069 57	217,171,555 12	238,148,263 04	257,825,315 55	269,470,632 92
Other debt.....	6,541,632 33	10,738,479 72	15,483,844 38	19,872,684 92	32,101,384 31
Length of main line and branches.....	6,536 miles.	7,408 miles.	a 7,573 miles.	7,809 miles.	8,219 miles.
Cost of road, construction and equipment.....	\$365,778,316 25	\$388,413,494 48	\$462,094,096 87	484,208,484 79	\$496,224,365 76
Gross earnings.....	30,151,418 82	65,603,078 12	74,017,263 40	70,098,194 07	64,495,325 53
Operating expenses.....	40,296,667 38	45,634,708 21	53,885,608 22	51,430,025 30	64,979,638 89
Net earnings.....	18,854,751 44	20,568,369 91	21,031,655 18	19,798,169 37	17,515,686 64
Passengers carried.....	No. 12,000,000	No. 12,068,832	No. 13,856,688	No. 15,187,294	No. 17,493,918
Received for passengers carried.....	\$16,333,218 82	\$16,303,461 81	\$17,191,911 70	\$17,222,301 30	17,116,524 48
Freight transported.....	17,263,823 tons.	20,983,068 tons.	26,889,562 tons.	26,190,435 tons.	25,750,500 tons.
Received for freight transported.....	\$39,296,617 11	\$45,899,478 26	53,586,343 12	84,608,576 12	\$43,250,930 11
Interest paid on bonds.....	7,505,432 31	9,729,359 06	12,399,659 31	12,630,377 83	12,691,903 72
Dividends paid.....	7,278,051 84	7,553,032 09	8,965,353 26	6,512,218 21	6,377,791 09
<i>Proportion for Ohio.</i>					
Of capital stock paid in.....	\$115,432,037 91	\$122,721,526 87	\$138,351,618 31	\$150,537,397 14	\$153,714,519 27
Funded debt.....	92,313,175 00	130,222,072 00	130,585,217 48	136,836,554 76	141,514,285 00
Other debt.....	3,231,506 30	5,945,700 98	9,663,222 30	15,396,840 57	16,732,260 61
Total debt.....	95,544,681 30	126,167,772 98	140,248,445 78	152,233,395 33	161,247,046 24
Length of main line and branches laid with rail.....	3,457 miles.	3,787 miles.	4,163 miles.	4,374 miles.	4,464 miles.
Length of sidings, etc.....	845 "	70 "	1,011 "	1,141 "	1,190 "
Cost of road, construction and equipment.....	\$188,452,405 56	\$206,352,805 71	\$258,400,155 25	\$272,957,842 29	\$278,314,012 48
Animals killed (so far as reported).....	No. 2,318	No. 1,926	No. 2,154	No. 2,893	No. 2,027
Amount paid for same (so far as reported).....	\$55,490 03	\$45,373 46	\$33,361 78	\$57,537 15	\$33,608 68
Total earnings.....	30,815,151 27	34,257,799 67	38,153,363 39	37,177,429 74	35,254,117 60
Operating expenses.....	20,776,759 38	23,502,759 38	27,301,884 17	27,063,273 85	25,573,058 44
Net earnings.....	9,038,391 89	10,755,040 29	10,851,479 22	10,114,155 89	9,681,059 16
Persons employed in operating road.....	No. 21,193	No. 25,333	No. 29,433	No. 27,711	No. 27,716
<i>Per cent. of increase in Ohio.</i>					
Of capital stock paid in.....	.....	6.31	13.21	8.26	1.44
Funded debt.....	.....	30.23	8.67	1.78	5.61
Other debt.....	.....	68.66	62.52	61.40	7.73

Total debt.....	31.06	11.16	8.69	5.78
Length of main line and branches.....	9.54	9.67	5.08	1.99
Length of sidings, etc.....	5.34	17.30	9.33	4.29
Cost of road, equipment, etc.....	9.14	25.22	5.62	1.94
Total earnings.....	12.74	11.40	Decrease, { 2.88	5.44
Net earnings.....	11.93	1.10	Decrease, { 6.98	4.28
Cost per cent. of operating expenses.....	65.32	71.52	72.58	72.54

^a Laid with rail; previous years include entire length of roads in process of construction.

^b The Chicago and Atlantic, Mansfield, Coldwater and Lake Michigan, and companies failing to report, same as given by 1874 report.

^c Net, \$3,365,508.13, means available to liquidation, deducted.

^d Omittng Chicago and Canada Southern, Toledo, Canada Southern and Detroit, and White Water Valley—no report.

RAILWAY MILEAGE IN OHIO, DISTRIBUTED INTO COUNTIES.

COUNTY.	COMPANY.	SINGLE TRACK		Double track.	Sidings, etc.	Double gauge.	Total rail.
		Main line.	Branches.				
Adams	None	17.61			2.95		20.56
Allen	Dayton and Michigan Railroad	22.91			.02		23.53
	Lake Erie and Louisville Railway	25.94			4.71		30.65
Ashland	Pittsburgh, Ft. Wayne and Chicago Railway	20.31			2.01		22.32
	Atlantic and Great Western Railroad	8.13			2.20		10.33
Ashtabula	Pittsburgh, Ft. Wayne and Chicago Railway	29.06			3.30		32.36
	Ashtabula, Youngstown and Pittsburgh Railroad	27.75	31.31	27.58	15.33		104.40
	Lake Shore and Michigan Southern Railway	7.70			1.05		8.75
Athens	Mahoning Coal Railroad	21.20			2.85		24.05
	Baltimore Short Line Railway	17.			3.49		20.49
	Columbus and Hocking Valley Railroad	27.65			7.58		35.23
	Marionetta and Cincinnati Railroad	12.62			1.07		13.69
Auglaize	Dayton and Michigan Railroad	11.58			.51		12.39
Belmont	Lake Erie and Louisville Railway	31.05			5.59		36.64
	Central Ohio Railroad	10.80			2.57		13.37
Brown	Cleveland and Pittsburgh Railroad						
Butler	None	24.13			11.41	29.73	65.27
	Cincinnati, Hamilton and Dayton Railroad	19.			.91		19.91
	Cincinnati, Hamilton and Indianapolis Railroad	14.			.91		14.91
	Cincinnati, Richmond and Chicago Railroad	19.74			3.61		23.35
Carroll	Cincinnati and Springfield Railway	11.90			.70		12.60
	Cleveland and Pittsburgh Railroad	15.					15.
Champaign	Ohio and Toledo Railroad	24.21			1.56		25.77
	Atlantic and Great Western Railroad	16.06			.08		16.74
	Cincinnati, Sandusky and Cleveland Railroad	10.61			.81		11.45
	Cleveland, Columbus, Cincinnati and Indianapolis Railway	30.36			5.32		35.68
	Columbus, Chicago and Indiana Central Railway	18.25			.77		19.02
Clarke	Atlantic and Great Western Railroad	8.58			.2		10.58
	Cincinnati, Sandusky and Cleveland Railroad—operated	12.91			.71		13.65
	—Leased part of line Cincinnati and Springfield Railway	10.58			2.95		13.53
	Cleveland, Columbus, Cincinnati and Indianapolis Railway	14.50					14.50
	Columbus, Springfield and Cincinnati Railroad	2.68					2.68
	Columbus and Xenia Railroad	7.50			1.02		10.70
	Little Miami Railroad				1.16		8.96

Clermont	Little Miami Railroad.....	6.10	.....	.....	.....	.....	12.80
Clinton	Marietta and Cincinnati Railroad.....	4.52	.....	.....	.....	.....	5.91
Columbiana.....	Cincinnati and Muskingum Valley Railroad.....	23.66	.....	.....	.....	.....	25.11
	Marietta and Cincinnati Railroad.....	17.16	10.86	.....	.....	.....	31.43
	Cleveland and Mahoning Valley Railroad.....		15.26	.....	.....	.....	15.78
	Cleveland and Pittsburg Railroad.....	45.35	.....	1.35	.....	.....	60.74
	Pittsburg, Ft. Wayne and Chicago Railroad.....	23.73	.....	.....	.....	.....	28.56
Coshocton	Pittsburg, Cincinnati and St. Louis Railroad.....	23.26	.....	.....	.....	.....	26.08
Crawford	Atlantic and Great Western Railroad.....	5.90	.....	.....	.....	.....	12.01
	Cleveland, Columbus, Cin'ti and Indianapolis Railroad.....	9.31	.....	5.	.....	.....	21.25
	Mansfield, Coldwater and Lake Michigan Railroad.....	12.69	.....	.....	.....	.....	13.06
	Pittsburg, Ft. Wayne and Chicago Railroad.....	20.42	.....	.....	.....	.....	20.87
Cuyahoga.....	Cleveland, Columbus, Cin'ti and Indianapolis Railroad.....	15.88	.....	13.	.....	.....	55.84
	Cleveland and Mahoning Valley Railroad.....	19.84	.....	.....	.....	23.75	63.73
	Cleveland and Newburgh Railroad.....	3.33	.....	.....	.....	.....	3.33
	Cleveland and Pittsburgh Railroad.....	17.	.....	.....	.....	.....	38.75
	Lake Shore and Michigan Southern Railroad.....	31.32	1.52	.....	.....	.....	106.63
Darke	Rocky River Railroad.....	31.30	.....	.....	.....	.....	5.89
	Cleveland, Columbus, Cin'ti and Indianapolis Railroad.....	5.53	.....	.....	.....	.....	22.16
	Columbus, Chicago and Indiana Central Railroad.....	19.57	.....	.....	.....	.....	51.05
Defiance	Dayton and Union Railroad.....	46.68	.....	.....	.....	.....	27.79
Delaware	Baltimore, Pittsburg and Chicago Railroad.....	25.28	.....	.....	.....	.....	33.03
	Toledo, Wabash and Western Railroad.....	30.50	.....	.....	.....	.....	15.68
	Cleveland, Columbus, Cin'ti and Indianapolis Railroad.....	13.83	.....	.....	.....	.....	37.84
	Cleveland, Mt. Vernon and Delaware Railroad.....	32.16	.....	.....	.....	.....	15.45
Erie	Cincinnati, Sandusky and Cleveland Railroad.....	14.73	.....	.....	.....	.....	11.61
	Lake Shore and Michigan Southern Railroad.....	9.07	.....	.....	.....	.....	51.85
	Sandusky, Mansfield and Newark Railroad.....	28.74	.....	.....	.....	.....	15.80
Fairfield	Cincinnati and Muskingum Valley Railroad.....	11.80	.....	.....	.....	.....	32.14
	Columbus and Hocking Valley Railroad.....	28.52	.....	.....	.....	.....	27.99
	Cincinnati and Muskingum Valley Railroad.....	24.	.....	.....	.....	.....	18.47
Fayette.....	Central Ohio Railroad—half of track owned jointly with P. C. and St. L. Railway Co.....	17.16	.....	.....	.....	.....	9.91
Franklin	Cleveland, Columbus, Cin'ti and Indianapolis Railroad.....	6.09	.....	.....	.....	.....	14.43
	Cleveland, Mt. Vernon and Delaware Railroad.....	11.69	.....	.....	.....	.....	13.01
	Columbus, Chicago and Indiana Central Railroad.....	12.30	.....	.....	.....	.....	19.38
	Columbus and Hocking Valley Railroad.....	13.52	.....	.....	.....	.....	24.58
	Columbus, Springfield and Cincinnati Railroad.....	16.	.....	.....	.....	.....	16.31
	Columbus and Xenia Railroad.....	14.81	.....	.....	.....	.....	15.71
	North Columbus Railroad.....	13.	.....	.....	.....	.....	4.06
	Pittsburg, Cincinnati and St. Louis Railroad—half of track owned jointly with Cent. Ohio R. R. Co.....	3.81	.....	.....	.....	.....	9.92
		6.09	.....	.....	.....	.....	3.83

MILEAGE OF TRACK, IN COUNTIES—Continued.

COUNTY.	COMPANY.	SINGLE TRACK.		Double track.	Sidings, etc.	Double gauge.	Total rail.
		Main line.	Branches.				
Fulton.....	Chicago and Canada Southern Railway.....	4.50	24.49		.30		4.80
Gallia.....	Lake Shore and Michigan Southern Railway.....				6.24		30.73
Geauga.....	None.....					1.79	3.58
Greene.....	Cleveland and Mahoning Valley Railway.....	1.79					
	Painesville and Youngstown Railroad.....	22.69			1.41		24.10
	Atlantic and Great Western Railroad.....	4.89			.49		5.38
	Cincinnati, Sandusky and Cleveland Railroad.....	5.35			.69		6.04
	Columbus and Xenia Railroad.....	12.99			2.35		15.37
	Little Miami Railroad.....	20.44	11.		3.36		41.80
	Central Ohio Railroad.....	28.55			3.94		32.49
Cherusey.....	Eastern Ohio Railroad.....	7.55			.01		7.59
	Marietta, Pittsburg and Cleveland Railway.....	27.50			2.75		30.25
	Cincinnati and Baltimore Railway.....	5.60		5.60	3.70		14.90
Hamilton.....	Cincinnati, Hamilton and Dayton Railroad.....	17.49		9.22	11.10	34.71	72.52
	Cincinnati and Indiana Railroad.....	20.50		1.50	9.20		31.20
	Cincinnati and Springfield Railway.....	10.78			4.17		14.95
	Cincinnati and White Water Valley Railroad.....	2.40			.40		2.80
	Harrison Branch Railroad.....	7.			.49		7.49
	Little Miami Railroad.....	17.99		16.46	7.92		42.37
	Marietta and Cincinnati Railroad.....	17.80		3.46	9.13		30.39
	Ohio and Mississippi Railway.....	19.53			7.50		27.03
	Baltimore, Pittsburg and Chicago Railway.....	5.60			.39		5.99
Hancock.....	Cincinnati, Sandusky and Cleveland Railroad.....		11.22		.00		11.22
	Lake Erie and Louisville Railway.....	30.32			1.27		31.59
	Cincinnati, Sandusky and Cleveland Railroad.....	22.29			1.90		24.19
Hardin.....	Cleveland, Columbus, Cincinnati and Indianapolis Railway.....	9.17			1.11		10.28
	Pittsburg, Ft. Wayne and Chicago Railway.....	20.23			2.70		22.93
	Pittsburg, Cincinnati and St. Louis Railway.....	24.24	8.10		3.94		36.28
	Baltimore, Pittsburg and Chicago Railway.....	18.55			2.18		20.73
Henry.....	Dayton and Michigan Railroad.....	5.16			2.02		7.18
	Toledo, Walash and Western Railway.....	20.67			2.43		23.10
Highland.....	Marietta and Cincinnati Railroad.....	17.32	10.14		3.26		30.72

MILEAGE OF TRACK, IN COUNTIES—Continued.

COUNTY.	COMPANY.	SINGLE TRACK.		Double track.	Sidings, etc.	Double gauge.	Total rail.
		Main line.	Branches.				
Mahoning	Cleveland and Pittsburgh Railroad.....	8.0	4.06	.....	.....	.....	8.0
	Lawrence Railroad.....	8.02	.....	.....	.....	.....	13.56
	Mahoning Coal Railroad.....	4.	.....	.....	.....	.....	5.38
	Fairsville and Youngstown Railroad.....	3.09	.....	.....	.....	.....	5.93
	Pittsburgh, Ft. Wayne and Chicago Railway.....	10.21	.....	.....	.....	.....	12.12
Marion	Atlantic and Great Western Railroad.....	55.24	.....	.....	.....	.....	27.15
	Cleveland, Columbus, Cin'ti and Indianapolis R'y.....	30.57	.....	.....	.....	.....	33.41
Medina	Atlantic and Great Western Railroad.....	7.04	1.40	.....	.....	.....	10.19
	Cleveland, Tuscarawas Valley and Wheeling Railway.....	17.81	.....	.....	.....	.....	20.39
Meeker	None.....	.....	.....	.....	.....	.....	.....
Meigs	Columbus, Chicago and Indiana Central Railway.....	22.06	.....	.....	.....	.....	28.80
Miami	Dayton and Michigan Railroad.....	19.34	.....	.....	.....	.....	21.21
Monroe	None.....	.....	.....	.....	.....	.....	.....
	Atlantic and Great Western Railroad.....	5.21	.....	.....	.....	.....	2.57
	Cincinnati, Hamilton and Dayton Railroad.....	14.59	.....	.....	.....	.....	7.78
	Cincinnati, Sandusky and Cleveland Railroad.....	5.81	.....	.....	.....	16.64	35.71
	Cincinnati and Springfield Railroad.....	13.96	.....	.....	.....	.....	7.98
	Dayton and Michigan Railroad.....	11.40	.....	.....	.....	.....	15.73
	Dayton and Union Railroad.....	3.95	.....	.....	.....	.....	14.70
	Little Miami Railroad.....	.....	22.	.....	.....	.....	4.
Morgan	None.....	.....	.....	.....	.....	.....	21.75
Morrow	Atlantic and Great Western Railroad.....	2.30	.....	.....	.....	.....	2.30
	Cleveland, Columbus, Cin'ti and Indianapolis R'y.....	26.11	.....	.....	.....	.....	27.57
Muskingum	Central Ohio Railroad.....	32.70	.....	.....	.....	.....	37.90
	Cincinnati and Muskingum Valley Railway.....	25.60	.....	.....	.....	.....	29.50
	Pittsburgh, Cincinnati and St. Louis Railway.....	14.09	.....	.....	.....	.....	16.56
Noble	Central Ohio Railroad.....	.45	.....	.....	.....	.....	.45
	Marion, Pittsburg and Cleveland Railway.....	21.	.....	.....	.....	.....	1.50
Ottawa	Lake Shore and Michigan Southern Railway.....	41.67	.....	.....	.....	.....	22.50
	Toledo, Tiffin and Eastern Railroad.....	.....	.....	.....	.....	.....	63.31
	Toledo and Woodville.....	.50	.....	.....	.....	.....	.50

Paulding	Toledo, Wabash and Western Railway	19.73				1.68			21.41
Perry	Atlantic and Lake Erie Railway	7.39				.50			7.80
	Cincinnati and Muskingum Valley Railroad	19.64				1.37			21.01
	Columbus and Hocking Valley Railroad				2.	2.95			4.95
Pickaway ..	Newark, Somerset and Straitsville Railroad	33.45				2.51			35.96
Pike	Cincinnati and Muskingum Valley Railway	23.04				2.08			25.12
Portage	None								
	Atlantic and Great Western Railroad	22.88				8.15			31.03
	Cleveland and Mahoning Valley Railway	22.01				2.85	24.85		49.71
Preble	Cleveland and Pittsburgh Railroad	21.90				4.51			26.41
	Cincinnati, Richmond and Chicago Railroad	25.				1.78			26.78
	Columbus, Chicago and Indiana Central Railway	5.69				.27			5.96
	Dayton and Union Railroad	1.51				.24			1.75
	Little Miami Railroad		19.						
Putnam	Dayton and Michigan Railroad	19.80				1.02			20.82
Richland ..	Atlantic and Great Western Railroad	20.34				1.97			21.77
	Cleveland, Columbus, Cin'ti and Indianapolis R'y	15.78				2.64			22.98
	Mansfield, Coldwater and Lake Michigan Railroad	7.35				3.66			19.44
	Pittsburgh, Ft. Wayne and Chicago Railway	24.15				.38			7.73
	Sandusky, Mansfield and Newark Railroad	43.95				4.97			29.12
Ross	Marietta and Cincinnati Railroad	38.30				7.13			51.08
	Cincinnati, Sandusky and Cleveland Railroad	12.31				9.94			48.24
Sandusky ..	Lake Erie and Louisville Railway	11.43				.47			12.78
	Lake Shore and Michigan Southern Railway	26.66				1.01			12.44
	Toledo, Tiffin and Eastern Railroad	14.66				.68			33.95
	Toledo and Woodville	4.50				.24			15.34
	Marietta and Cincinnati Railroad		23.53						4.74
Scioto	Baltimore, Pittsburgh and Chicago Railway	31.40				1.95			25.45
Seneca	Cincinnati, Sandusky and Cleveland Railroad	24.25				1.25			32.65
	Lake Erie and Louisville Railway	10.44				1.59			26.84
	Mansfield, Coldwater and Lake Michigan Railroad	29.25				.52			10.96
	Toledo, Tiffin and Eastern Railroad	9.73				1.08			30.33
Shelby	Cleveland, Columbus, Cin'ti and Indianapolis R'y	26.30				.30			10.03
	Dayton and Michigan Railroad	20.49				2.45			28.78
	Cleveland and Pittsburgh Railroad	10.				2.67			22.94
Stark	Cleveland, Tuscarawas Valley and Wheeling R'y	24.49				7.80			32.20
	Massillon and Cleveland Railroad	11.24				1.57			12.81
	Pittsburgh, Ft. Wayne and Chicago Railway	35.92				13.76			48.78
	Atlantic and Great Western Railroad	19.34			.16	3.65			23.15
Summit	Cleveland, Mt. Vernon and Delaware Railroad	27.41				4.70			32.11
	Cleveland and Pittsburgh Railroad	11.90				2.20			14.10
	Cleveland, Tuscarawas Valley and Wheeling R'y .....	.92				.10			1.02

MILEAGE OF TRACK, IN COUNTIES—Continued.

COUNTY.	COMPANY.	SINGLE TRACK.		Double track.	Sidings, etc.	Double gauge.	Total rail.
		Main line	Branches.				
Trumbull ..	Massillon and Cleveland Railroad .....	.99	.....	.....	.50	.....	1.49
	Ashabula, Youngstown and Pittsburgh Railroad	30.04	.....	.....	1.45	.....	31.49
	Atlantic and Great Western Railroad	29.63	.....	.....	5.81	.....	35.44
	Cleveland and Mahoning Valley Railroad	19.04	20.74	.....	8.41	7.62	55.81
	Mahoning Coal Railroad	26.30	3.58	.....	1.16	.....	31.04
Tuscarawas ..	Painesville and Youngstown Railroad	27.34	.....	.....	.53	.....	27.87
	Cleveland and Pittsburgh Railroad	16.20	.....	.....	1.65	.....	17.85
	Cleveland, Tuscarawas Valley and Wheeling Railroad	22.51	.....	.....	4.92	.....	27.43
	Marietta, Pittsburg and Cleveland Railroad	24	.....	.....	1.75	.....	25.75
	Pittsburgh, Cincinnati and St. Louis Railroad	21.72	.....	.....	6.88	.....	28.60
Union	Atlantic and Great Western Railroad	23.91	.....	.....	4.14	.....	28.05
	Cleveland, Columbus, Cincinnati and Indianapolis R'y	17.87	.....	.....	1.51	.....	19.38
Van Wert ..	Columbus, Chicago and Indiana Central Railroad	13.05	.....	.....	.97	.....	14.02
Vinton	Pittsburgh, Ft. Wayne and Chicago Railroad	25.58	.....	.....	2.81	.....	28.39
Warren	Gallipolis, McArthur and Columbus Railroad	2.34	.....	.....	.....	.....	2.34
	Marietta and Cincinnati Railroad	25.44	.87	.....	6.32	.....	32.67
	Cincinnati, Hamilton and Dayton Railroad	3.72	.....	.....	.62	4.34	8.68
	Cincinnati and Muskingum Valley Railroad	9.82	.....	.....	.65	.....	10.47
	Cincinnati and Springfield Railroad	4.32	.....	.....	.63	.....	4.95
Washington ..	Little Miami Railroad	32.64	.....	4.03	2.87	.....	39.54
	Marietta and Cincinnati Railroad	10.34	.....	.....	1.36	.....	11.70
	Baltimore Short Line Railroad	9.13	.....	.....	2.84	.....	11.97
	Marietta and Cincinnati Railroad	20.90	11.11	.....	2.69	.....	34.70
	Marietta, Pittsburg and Cleveland Railroad	26.50	1.50	.....	2	.....	30
Wayne	Atlantic and Great Western Railroad	18.95	.....	.....	2.11	.....	21.06
	Cleveland, Mt. Vernon and Delaware Railroad	24.59	.....	.....	1.84	.....	26.43
	Cleveland, Tuscarawas Valley and Wheeling Railroad	12.75	.....	.....	4.06	.....	16.81
	Pittsburg, Ft. Wayne and Chicago Railroad	30.57	.....	.....	5.74	.....	36.31
	Lake Shore and Michigan Southern Railroad .....	.....	24.30	.....	3.60	.....	27.90
Williams ..	Baltimore, Pittsburgh and Chicago Railroad	18.55	.....	.....	2.18	.....	20.73
Wood	Bowling Green Railroad	5.33	.....	.....	.42	.....	5.45
	Dayton and Michigan Railroad	32.08	.....	.....	1.09	.....	33.17

RECAPITULATION.

COUNTY.	Single main track.	Double track.	Sidings, etc.	Double gauge.	Total rail.
Adams					
Allen	66.46		8.28		74.74
Ashland	29.04		4.21		33.25
Ashtabula	97.85	27.78	19.89		145.52
Athens	65.88		13.92		79.80
Auglaize	24.50		1.58		26.08
Belmont	41.85		8.16		50.01
Brown					
Butler	73.87		16.87	29.73	120.47
Carroll	26.90		.70		27.60
Champaign	78.24		11.40		89.64
Clarke	82.30		8.64		90.94
Clermont	10.62	6.10	1.99		18.71
Clinton	51.68		4.86		56.54
Columbiana	84.34	1.35	19.39		105.08
Coshocton	23.26		2.82		26.08
Crawford	48.35	5.	23.84		77.19
Cuyahoga	92.90	45.82	106.70	28.75	274.17
Darke	92.53		8.47		101.
Defiance	44.33		4.38		48.71
Delaware	46.89		6.40		53.29
Erie	53.35		25.91		79.26
Fairfield	52.52		7.61		60.13
Fayette	17.16		1.31		18.47
Franklin	97.31		30.		127.31
Fulton	28.99		6.54		35.53
Gallia					
Geauga	24.48		1.41	1.79	27.68
Greene	54.67		7.12		61.79
Guernsey	63.80		6.73		70.53
Hamilton	118.79	36.24	53.61	34.71	243.35
Hancock	47.14		2.26		49.40
Hardin	51.69		5.51		57.20
Harrison	32.34		3.94		36.28
Henry	44.38		6.63		51.01
Highland	27.46		3.26		30.72
Hocking	30.8		4.10		34.10
Holmes	39.61		2.88		42.49
Huron	69.87		18.63		88.50
Jackson	38.67		5.		43.67
Jefferson	61.66	.13	10.35		72.14
Knox	59.37		7.44		66.81
Lake	37.18	28.50	9.32		75.
Lawrence	18.08		2.50		20.58
Licking	68.28		17.54		85.82
Logan	50.99		4.89		55.88
Lorain	85.35	7.74	38.72		131.81
Lucas	83.38	4.	54.79		142.17
Madison	38.47		8.78		47.25
Mahoning	58.95		12.98		71.93
Marion	55.81		4.75		60.56
Medina	26.25		4.33		30.58
Meigs					
Mercer					
Miami	41.40		9.31		50.71
Monroe					
Montgomery	76.95		17.06	16.64	110.65
Morgan					
Morrow	28.41		1.46		29.87
Muskingum	73.39		10.66		84.05

RECAPITULATION—Continued.

COUNTY.	Single main track.	Double track.	Sidings, etc.	Double gauge.	Total rail.
Noble	21.45	.....	1.50	.....	22.95
Ottawa	42.17	.....	21.67	.....	63.84
Paulding	19.73	.....	1.68	.....	21.41
Perry	62.39	.....	7.33	.....	69.72
Pickaway	23.04	.....	2.08	.....	25.12
Pike .....	.....	.....	.....	.....	.....
Portage	66.79	.....	15.51	24.85	107.15
Preble	51.20	.....	3.31	.....	54.51
Putnam	19.80	.....	1.97	.....	21.77
Richland	111.57	.....	18.78	.....	130.35
Ross	38.30	.....	9.94	.....	48.24
Sandusky	69.56	.....	9.69	.....	79.25
Scioto	23.53	.....	1.95	.....	25.48
Seneca	105.07	.....	4.74	.....	109.81
Shelby	46.79	.....	4.93	.....	51.72
Stark	80.75	.....	25.80	.....	106.55
Summit	60.72	.....	11.15	.....	71.87
Trumbull	156.67	.....	17.36	7.62	181.65
Tuscarawas	84.43	.....	15.20	.....	99.63
Union	54.83	.....	6.62	.....	61.45
Van Wert	25.58	.....	2.81	.....	28.39
Vinton	28.69	.....	6.32	.....	35.01
Warren	60.84	4.03	6.13	4.34	79.37
Washington	69.14	.....	7.53	.....	76.67
Wayne	87.16	.....	13.75	.....	100.91
Williams	24.30	.....	3.60	.....	27.90
Wood	89.10	6.74	9.87	.....	105.71
Wyandot	39.46	.....	4.11	.....	43.57
Totals	4 400.93	173.43	927.81	148.43	5,650.60

ABSTRACTS OF CORPORATE HISTORIES.

Following, in alphabetical order, is an abstract of the corporate history of each of the several lines of railroad operated in this State:

ASHTABULA, YOUNGSTOWN AND PITTSBURGH RAILROAD COMPANY.

This company filed its certificate of organization with the Secretary of State of Ohio, February 11, 1870, (Record of Incorporations No. 7, p. 136), to construct a railroad from Youngstown, the terminus of the Lawrence Branch of the Pittsburgh, Ft. Wayne and Chicago Railway, to Ashtabula Harbor, on Lake Erie.

The company adopted and completed the partially constructed line of the Ashtabula and New Lisbon Railway Company—chartered February 20, 1853—from Niles to Ashtabula, paying the balance of the old mortgage thereon, about \$12,000—(that portion lying south from Niles being now a part of the Cleveland and Mahoning Valley Railway).

August 1, 1871, that part of the Liberty and Vienna Railroad extending from the junction of the Lawrence Railroad at Youngstown to Girard, five and one-half miles, was purchased by the company for \$200,000, and the link between that point and Niles was constructed, thus forming a continuous line.

A contract was made March 1, 1872, with the Pennsylvania Company, by which it is to operate the road for 99 years, in harmony with its other lines, dividing net earnings pro rata.

"The road was operated during May and June [1873], for or on account of the contractors." Since that time regular returns have been made by the company and lessee.

ATLANTIC AND GREAT WESTERN RAILROAD COMPANY.

The history of this company under its present organization involves that of a number of corporations formed in the States of Ohio, Pennsylvania and New York.

In Ohio, the Franklin and Warren Railroad Company was chartered March 10, 1851 (49 O. L., 144), "to have and enjoy, and are hereby invested with all the rights, privileges and franchises, and be subject to all restrictions of the act entitled 'an act regulating railroad companies,' passed February 11, 1848 (46 O. L., 40, and S. & C., 271), and the act amendatory thereto, except so far as the same may be modified or changed by this act," to construct a road from Franklin, Portage county, via Warren, Trumbull county, to the east line of the State, with power to "continue the same from its place of beginning in a westerly or south-westerly direction, to connect with any other railroad within this State which the directors may deem advisable."

Under this authority, the line was constructed from a point on the State line in Trumbull county to Dayton, 246 miles, and a branch from Wadsworth to coal mines, five and one-half miles. This branch is now reduced to less than two miles.

By decree of the Common Pleas Court of Portage county, dated October 17, 1854, the name of the company was changed to Atlantic and Great Western Railroad Company.

In Pennsylvania, the act of the Legislature of May 20, 1857, incorporating the Meadville Railroad Company, to construct a road from, at or near Meadville to Erie, and from

Meadville to the coal fields of Mercer county, authorized that company to purchase from the Pittsburgh and Erie Railroad Company, chartered April 21, 1846 (and the latter named company to sell), its property and franchises, or any portion thereof, within the counties of Crawford and Mercer. Accordingly, the property, rights and franchises of the Pittsburgh and Erie Company within the counties specified, embracing the proposed line of the Meadville Railroad Company therein, were purchased.

The name of the Meadville Railroad Company was by the act of April 15, 1858, changed to Atlantic and Great Western Railroad Company of Pennsylvania.

In New York, the Erie and New York City Railroad Company was incorporated by articles of association filed March 12, 1852, with the Secretary of State; but in 1860, having failed to complete its proposed line, sold by authority of act April 19, 1860, about thirty-eight miles of road, from Salamanca to near Ashville, to the Atlantic and Great Western Railroad Company in New York, which was incorporated by filing its articles of association with the Secretary of State May 18, 1859. In 1864, the former company was dissolved, dividing its assets among the stockholders.

The Atlantic and Great Western Railroad Company of New York, incorporated by articles of association filed December 9, 1858, with the Secretary of State, transferred ten miles of its line to the Atlantic and Great Western Railroad Company in New York, named above (date and consideration not known), and August 16, 1860, was dissolved.

The Buffalo Extension of the Atlantic and Great Western Railway Company filed its articles of association with the Secretary of State May 14, 1864.

Consolidation, etc.—Under agreement dated August 19, 1865 (filed in office of Secretary of State of Ohio October 2, 1865), the Atlantic and Great Western Railroad Companies of Pennsylvania, of Ohio, and of New York, and the Buffalo Extension of the Atlantic and Great Western Railway Company of New York, were consolidated and merged into one corporation, taking the name of the Atlantic and Great Western Railway Company.

In consequence of suits brought for the foreclosure of mortgages by order of court on 1st of April, 1867, the road, property, etc., of the consolidated company was by deed conveyed and turned over to Gen. R. B. Potter, as receiver, who operated the road, branches and leased lines until December 7, 1868, when, by provisions of a lease made for the term of twelve years, the whole was transferred to the Erie Railway Company, but was only operated by them four months; the courts of New York, Pennsylvania and Ohio, at the suits of creditors, placing the road and property, April 9, 1869, again in the hands of receivers—Jay Gould and W. A. O'Doherty receiving the appointment.

On 27th November following the jurisdiction of these receivers ceasing by arrangement between parties in interest, Hon. Renben Hitchcock was appointed receiver of the road in Ohio, and December 29, 1869, and January 15, 1870, of the portions in New York and Pennsylvania respectively, he taking possession of and operating the line until February 24, 1870, when, under authority of the several courts having jurisdiction, the entire road, branches, leased lines, etc., were re-leased to the Erie Railway Company; lease to take effect as of January, 1, 1870, and to continue until foreclosure of mortgages and sale of road, or during the receivership, and providing for the maintenance of the road in good condition, and the payment monthly of 30 per cent. of its gross earnings.

In July, 1871, the property of the consolidated Atlantic and Great Western Railway Company in the States of New York, Pennsylvania and Ohio, was sold under its second mortgage, the sale duly confirmed by the courts of the respective States, and the property was surrendered September 1, 1871, by the Erie Railway Company, lessee, the company which was reorganized after the judicial sale, taking the name of Atlantic and Great

Western Railroad Company, certificate in Ohio, with deed of transfer, filed in office of Secretary of State October 19, 1871 (Record of Incorporations No. 9, p. 209), and consolidated by articles dated November 10 (filed November 20, 1871—Record No. 9, p. 2-9), between the respective companies of New York, Pennsylvania and Ohio.

Leased Lines—October 7, 1863, a lease was made for ninety-nine years of the road of the Cleveland and Mahoning Railroad Company (including the Hubbard Branch), extending from Cleveland via Youngstown to State line, 80 miles. August 7, 1872, the Cleveland Mahoning Railroad Company, the Niles and New Lisbon Railway Company, and the Liberty and Vienna Railroad Company, under agreement of consolidation, effected an organization as the Cleveland and Mahoning Valley Railway Company, and leased the entire line of the new company, 123.35 miles, for remainder of time fixed by original lease to the Atlantic and Great Western Railroad Company.

The company also leases from the Cincinnati, Hamilton and Dayton Railroad Company the wide track of their double-gauge road from Dayton to Cincinnati, sixty miles.

Articles were entered into for a lease of the Atlantic and Great Western Railroad and leased lines, including all the road and property of the company, for a term of ninety-nine years, dating from May 1, 1874, to the Erie Railway Company, and the same were ratified by the stockholders of the Atlantic and Great Western Company June 25, 1874, but the lease was never carried into effect by the Erie Railway Company.

The company having defaulted in the payment of the interest on the first mortgage bonds on two consecutive half-year coupons, application was made to the Court of Common Pleas of Summit county, Ohio, in behalf of the trustees for the bondholders for the appointment of a receiver, pending a suit of the bondholders to enforce their rights, which was granted December 9, 1874, by the appointment of Mr. J. H. Devereaux (President of the Company), who subsequently filed bonds in the required amount, and was placed formally in possession December 10, authorized to borrow money, pay arrears of rental on the leased lines, and all labor and supply bills accruing within four months previous to his appointment.

Mr. Devereaux was also duly appointed receiver of the road in the States of New York and Pennsylvania, and from date named has continued to operate the entire line owned and leased by the company.

ATLANTIC AND LAKE ERIE RAILWAY COMPANY.

This company filed its certificate of incorporation with the Secretary of State June 12, 1869 (Record of Incorporations No. 6, p. 418), to build a road, naming Pomeroy and Toledo as terminal points, length 235 miles. The line, as located, passes through Fostoria, Bucyrus, Mt. Gilead, Granville, New Lexington, and Athens. Seven miles, from New Lexington south to Moxahala, is laid with rail, and has been operated the past year by the Construction Company, contractors engaged in building the road, in freighting coal, obtaining an outlet over the Cincinnati and Muskingum Valley Railway.

In addition, the road is graded from Toledo to Bucyrus, and from Hartford, in Licking county, to Bremen, in Fairfield, with a portion in Morrow county, and about ten miles at the southern end in Meigs county—a total of 131 miles graded, not laid with rail, at date of report, June 30, 1875.

The Construction Company in charge being unable to fulfill its contract and complete the road, other parties have undertaken its construction and are expected to so press the work forward as to secure the opening of a considerable portion of the line the coming year.

The general offices of the company were removed from Bucyrus and located at Lancaster April 23, 1875.

BALTIMORE, PITTSBURGH AND CHICAGO RAILWAY COMPANY.

Companies bearing this name were organized and the required stock subscribed by parties in the interest of the Baltimore and Ohio Railroad Company in the several States of Ohio, Indiana, and Illinois, for the purpose of constructing a through line to Chicago. The company in Ohio filed its certificate of organization with the Secretary of State March 13, 1872 (Record of Incorporations No. 9, p. 555), to construct a railroad from a point on the boundary line between Ohio and Pennsylvania, in Poland township, Mahoning county, to a point on the line between Ohio and Indiana, either in the township of Hicksville or Milford, Defiance county, passing through the counties of Mahoning, Trumbull, Portage, Summit, Medina, Lorain, Huron, Seneca, Hancock, Wood, Henry, and Defiance. Construction was commenced at Chicago Junction, on the Lake Erie Division of the Baltimore and Ohio Railroad, in Huron county, and completed in 1874 to Hyde Park, Illinois. From that point the track of the Chicago branch of the Central Illinois Railroad is used to Chicago.

The road was opened for business January 1, 1874, from Chicago Junction to Deshler, on the Dayton and Michigan Railroad, 62.40 miles; from that point to Defiance, 25.40 miles, June 10, and by December first following through trains from Baltimore were running to Chicago over the completed line.

BALTIMORE SHORT-LINE RAILWAY COMPANY.

The certificate of organization of this company, to build a railroad from Warren's Station (on the Marietta and Cincinnati Railroad), Athens county, to Belpre, thirty miles, through the counties of Athens and Washington, was filed with the Secretary of State September 9, 1870. (Record of Incorporations No. 7, p. 549.)

The road was projected and built in the interest of, and principally with means furnished by, the Marietta and Cincinnati Railroad Company, and is now operated as a part of its line, which it shortens materially, securing more favorable grades. It was completed in October, 1874, and trains commenced running regularly over it November 15 following.

BOWLING GREEN RAILROAD COMPANY.

The certificate of organization of this company was filed in the office of Secretary of State April 27, 1874 (Record of Incorporations No. 12, p. 487), to construct a railroad from Bowling Green, Wood county, to Toledo.

The road was completed from Bowling Green to Tontogany, on the Dayton and Michigan Railroad, May 22, 1875, 5.33 miles. This secures a connection by the Dayton and Michigan with Toledo, and it is not the present design of this company to extend its line farther.

CENTRAL OHIO RAILROAD COMPANY.

This company was chartered by act of February 8, 1847 (45 O. L., 178), with authority to construct a road from Columbus, via Newark and Zanesville, to such point on the Ohio River as the directors may select; who were also authorized, whenever deemed by them expedient, to extend said railroad westward from Columbus to the dividing line between Ohio and Indiana. Under the charter and several amendments thereto the road was built and opened between Columbus and Bellaire, 137 miles; but before its completion the company became financially embarrassed, and April 21, 1859, suit being brought by the trustees of one of the mortgages in the Circuit Court of the United States for the

Southern District of Ohio for foreclosure of mortgage and sale of the road, a receiver was appointed and placed in charge.

March 14, 1864, during continuance of suit, by consent and approval of court, the company and receiver effected an arrangement with the Steubenville and Indiana Railroad (now merged in the Pittsburgh, Cincinnati and St. Louis Railway) Company for the sale of the undivided one-half of the 33 miles of road lying between Columbus and Newark, for the sum of \$775,000, which was perfected by deed conveying said interest dated August 31, 1864. A plan of reorganization and capitalization of the stock and debt having been agreed upon, in pursuance of orders of the court, sale was made March 28, 1865, of the property and franchises existing in the company, which were purchased by trustees for the benefit of parties in interest.

November 1, 1865, a new company was organized, to which the original company, November 8, 1865, conveyed its rights and franchises, under provisions of act April 13, 1865 (62 O. L., 169, and S. & S., 125), and in pursuance of order of court, all the rights, franchises, and property of the original company were conveyed and transferred to the reorganized company by deed of receiver and special master commissioner, bearing date January 29, 1866.

The reorganized company entered in an article of agreement, dated November 21, 1866, ratified by the stockholders on same day, by which its road was to be operated by the Baltimore and Ohio Railroad Company for the term of twenty years from first of December following.

February 13, 1869, in consideration of this company having on that date leased the Sandusky, Mansfield and Newark Railroad, for the term of seventeen years and five months from first of July, 1869, renewable at option of lessee, the Baltimore and Ohio Railroad Company being a party to and guaranteeing performance of the conditions of the lease, the conditions and terms made and agreed upon for the use of the road and property of this company were modified and extended.

The agreement, as now in force, provides that the Baltimore and Ohio Company shall take possession of the entire railroad appurtenances and property of every description belonging to this company, and at expiration of the twenty years named, the term and possession of the road and property shall be continued to it, for other periods of twenty years, indefinitely, at its option; but being required to give to this company at least twelve months' notice of its desire and intention of terminating the agreement.

That during said term the Baltimore and Ohio Company shall maintain and work the road and carry on the business connected therewith in the corporate name of the Central Ohio Railroad Company; but whenever required by it, this company is to execute and deliver to the Baltimore and Ohio Company a lease in due form for said road and property, in terms of agreement, so that it may thenceforth hold and operate the same in its own name as lessee.

The Baltimore and Ohio Company to maintain and work said railroad during the continuance of said term, as if it were a part of its line and it were the owner thereof; to be entitled to all earnings from its use, and to pay the expenses attending of maintaining and working the road, holding this company harmless from all claims and damages incident thereto, and pay all taxes, provided they shall not exceed \$35,000 for any one year; retaining 65 per cent. of the gross earnings and receipts of the road.

The road to be maintained and returned to this company in as good condition as when received, and the machinery or rolling stock disposed of to be made good by an equivalent in kind and value. The Baltimore and Ohio Company to have the right to remove any additional rolling stock needed and furnished by it during or at expiration of term.

but this company may retain the same by paying the value thereof, to be ascertained by an appraisement.

The Baltimore and Ohio Company to pay quarterly for use of the said road and property 35 per cent. of the gross earnings, guaranteeing that the amount for each year during said term shall be at least \$166,000; said amount to be applied, so far as necessary, to payment of interest accruing on the bonded debt of this company and to the sinking fund, the same being payable semi-annually, and such payment by the Baltimore and Ohio Company to be deemed payment within meaning of the agreement.

A provision was made for the payment by the Baltimore and Ohio Company, of the liabilities of the Central Ohio Company other than its bonded debt, including orders of the court upon the receiver, the whole amount not to exceed \$100,000, in addition to sum due the Baltimore and Ohio Company for engines; it to take back eleven engines theretofore purchased from it by this company at cost price, but to receive interest thereon at 7 per cent. per annum, from time they were received to first of December, 1866, the date when this contract took effect, less amount expended in adapting them to the road of this company.

It was also provided that the Baltimore and Ohio Company should purchase, at par, the remaining bonds (seventy-six) of the new issue of this company; the trustees to purchase them back as needed for the sinking fund purposes, at the same price. That company assumes all the duties, obligations and liabilities assumed by the Central Ohio Railroad Company, in its lease of the Sandusky, Mansfield and Newark Railroad, and shall defend it from all claims, etc., resulting therefrom; and if desirous of terminating said lease at the end of any one of the periods named therein, shall give this company such notice in time for it to give to the Sandusky, Mansfield and Newark Company the required notice to authorize the termination of the lease.

The Central Ohio Railroad Company agrees to maintain its corporate organization at its own expense. The line is known as the "Central Ohio Division of the Baltimore and Ohio Railroad."

CHICAGO AND ATLANTIC RAILWAY COMPANY.

This company was organized, under articles dated July 15, and filed August 6, 1873, with the Secretary of State of Ohio (Record of Incorporations No. 12, p. 524), by a consolidation of the Chicago and Atlantic Railway Company, of Indiana and Illinois (which was the result of the previous consolidation of the Chicago and Atlantic Railway Company, of Indiana, with the Chicago and Atlantic Extension Railway Company, of Illinois), and the Baltimore, Pittsburgh and Continental Railway Company, of Ohio.

This latter named company organized by filing certificate of incorporation with Secretary of State November 28, 1871 (Record No. 9, p. 300), to construct a railroad from a point at or near the northeast corner of Unity township, in Columbiana county, on the State line between Ohio and Pennsylvania, through the counties of Columbiana, Stark, Carroll, Tuscarawas, Wayne, Holmes, Ashland, Richland, Morrow, Marion, Hardin, Allen, Anglaize, and Mercer, to a point at or near the northwest corner of Liberty township, in Mercer county, on the State line between Ohio and Indiana.

The proposed line of the Chicago and Atlantic Railway is from Chicago *via* Kenton, Ohio, to the northeast corner of Unity township, Columbiana county (the point on the State line where that county adjoins Mahoning county), 432 miles.

August 23, 1873, a contract was made with the Western Railway Construction Company by which it was to obtain the right of way, construct and equip the road from Marion, Ohio, to Chicago for \$7,000,000, first mortgage bonds, and \$5,250,000 capital stock of the Chicago and Atlantic Railway Company, together with all subsidies obtained

along the line, to be delivered in pro rata amounts on completion of each consecutive ten miles.

At date of annual report—June 30, 1874—twenty-six miles had been graded between Marion and Kenton, with an expenditure by contractors of about \$85,000. No progress has been made the past year.

CHICAGO AND CANADA SOUTHERN RAILWAY COMPANY.

The Michigan Air Line Railroad Company was incorporated March 31, 1869, under the laws of Illinois, to construct a railroad from Chicago to the eastern State line, in Cook county.

May 19, 1871, articles of association were filed with the Secretary of State of Indiana by the Chicago and Canada Southern Railway Company to construct a railroad from the west line of Indiana, in Worth township, Lake county, to the eastern line of the State, in Richland township, Steuben county.

These two companies were consolidated by articles filed with the Secretary of State of Indiana July 3, 1871, taking the name of the Chicago and Canada Southern Railway Company.

March 20, 1871, the Northwestern Ohio Railroad Company filed its certificate of organization (Record of Incorporations No. 8, p. 389) to build a railroad from a point on the north line of Ohio, in Gorham township, Fulton county, to a point on the west line of the State, in Florence township, Williams county, being wholly within said counties, 30 miles.

By articles dated July 6 (filed August 15, 1871, with the Secretary of State of Ohio, Record No. 9, p. 88), by and between this company and the Chicago and Canada Southern Railway Company, they consolidated under the name last given, and this new company again consolidated with the "Southeastern Michigan Railway Company," by articles dated July 11, and filed October 27, 1871, with the Secretary of State of Ohio (Record No. 9, p. 237), retaining the name of the Chicago and Canada Southern Railway Company, thus forming a direct and continuous line from Chicago to Detroit River, 252 miles, there connecting with the Canada Southern Railway, via the International Bridge, for Buffalo. Construction was commenced in Michigan in 1871 under a contract, but at the time of the panic in 1873 work was suspended. From Grosse Isle, Michigan, to Fayette, Ohio—67.60 miles—is laid with rail, with 34.51 miles additional graded westward from Fayette.

CINCINNATI AND BALTIMORE RAILWAY COMPANY.

This company filed the required certificate of organization with the Secretary of State September 4, 1868 (Record of Incorporations No. 5, p. 471), naming Cincinnati and Loveland as terminal points.

June 1, 1869, the portion between Cincinnati and Ludlow Grove—"being all now proposed to be built"—was placed under contract, the work immediately commenced, and June 1, 1872, the road was opened for use—its possession being transferred on that day, under a contract for a perpetual lease, to the Marietta and Cincinnati Railroad Company, by whom it is controlled and operated as a part of its line; assuming the maintenance of the road, payment of the principal and interest of the funded debt, and an annual eight per cent. dividend on the capital stock of the Cincinnati and Baltimore Railway Company.

The line extends 5.60 miles, with a double main track the entire length. The use of the track of the Cincinnati and Baltimore Railway is leased to and forms a part of the line of the Cincinnati and Springfield Railway Company.

CINCINNATI AND GREAT NORTHERN RAILROAD COMPANY.

The certificate of the organization of this company was filed with the Secretary of State July 22, 1871 (Record of Incorporations No. 9, p. 56), to construct a railroad from Cincinnati to a point on the State line in Williams county. No iron is laid, and no work done, except a few surveys, for the past ten years, but prior to that time about fifty miles of this contemplated line was graded by the old Cincinnati and Mackinaw Railroad Company, which subsequently failed. The road was sold, and thereby became the property of the Cincinnati and Great Northern Railroad Company. There is nothing on file in this department to show when the Cincinnati and Mackinaw Company was organized, the extent of its expenditures, or in what manner the sale of its effects was consummated. The consideration given by the Cincinnati and Great Northern Railroad Company therefor was by the issue of its stock.

CINCINNATI, HAMILTON AND DAYTON RAILROAD COMPANY.

This company was chartered March 2, 1846 (44 O. L., 280), as the Cincinnati and Hamilton Railroad Company, its present corporate name being conferred by act of February 8, 1847 (45 O. L., 81), and March 15, 1849, by "An act to amend the several acts relating to the Cincinnati, Hamilton and Dayton Railroad Company." (47 O. L., 173.)

The latter enacts that "said corporation shall have and enjoy all the rights, powers and privileges, and be subject to all restrictions and conditions prescribed in the general law, entitled 'an act regulating railroad companies,' passed February 11, 1848 (46 O. L., 40, and S. & C., 271), which is hereby declared to be a part of the charter of said Cincinnati, Hamilton and Dayton Railroad Company, except so far as the provisions of said act are modified by this act." It also provides that "when this act shall be accepted by the Board of Directors, all acts and parts of acts heretofore passed, conflicting with, restricting or impairing the privileges hereby granted, shall be from thenceforth repealed."

April 4, 1869, the Board of Directors held a meeting, at which the act of March 15, 1849, above referred to, was duly accepted as an amendment to the charter of the company. Under authority thus granted the company built its road from Cincinnati *via* Hamilton to Dayton, 60 miles, with a track of four feet ten-inch gauge. Subsequently two additional rails were laid, making the line double gauge, the second track being six feet, over which the cars of the Atlantic and Great Western Railroad and Erie Railway Companies are run under a perpetual lease.

May 1, 1863, the company leased in perpetuity the line and property of the Dayton and Michigan Railroad Company—Dayton to Toledo—142 miles (lease modified June 23, 1870), also, February 18, 1869, the road and property of the Cincinnati, Richmond and Chicago Railroad Company—Hamilton to Indiana State line—36 miles, and its lease of a part of the Richmond and Miami Railway, extending to Richmond, Indiana.

November 26, 1872, the road and property of the Junction (Cincinnati and Indianapolis) Railroad Company, extending from Hamilton to Indianapolis, 93.20 miles, was sold under decree of the Circuit Court of the United States for Indiana and Ohio to the management of this company, and was transferred December 1 following to the purchasers, who organized under the name of the Cincinnati, Hamilton and Indianapolis Railroad Company. These roads are operated in connection, but the accounts are kept distinct, and a separate report is made for each.

CINCINNATI, HAMILTON AND INDIANAPOLIS RAILROAD COMPANY.

The Junction Railroad Company was incorporated by the Legislature of Indiana February 15, 1848 (Indiana Local Laws, 1848, p. 469), for the construction of a road from

Rushville through Connersville to a point on the State line between Indiana and Ohio, the company, with the sanction of the State of Ohio, to have the same power and privileges for the extension of the road through Oxford to Hamilton, Ohio, as it may have under the provisions of this charter were the whole line in Indiana.

March 8, 1849, the Ohio Legislature passed an act (17 O. L., 460) granting to the company the right of way, and authorizing it to construct and extend its road *via* Oxford and Rossville to Hamilton, and for that purpose constituting the company in Ohio as well as Indiana a body corporate, to do and perform such acts as if originally incorporated in Ohio, and to have and possess all the rights, privileges and powers granted, and be subject to all the restrictions imposed by "an act regulating railroad companies," passed February 11, 1848 (46 O. L., 40). The act provides that at least two of the directors shall be residents of Ohio, and in event of one-third of the capital stock of the company being owned by persons living in Ohio, that at least one-third of the directors shall be residents of said State.

February 4, 1853, the Ohio and Indianapolis Railroad Company filed its articles of association with the Secretary of State of Indiana, proposing to construct a railroad from Indianapolis, through the counties of Marion, Hancock, Shelby and Rush, to Rushville, in the last named county—length, 40 miles.

April 20, 1853, an agreement between the Junction and the Ohio and Indianapolis Railroad Companies was entered into and filed with the Secretary of State of Indiana, for merging and consolidating into one joint stock company, under the provisions of the charter and amendments thereto of the Junction Railroad Company, and to be known by that name.

June 9, 1869, this company leased for the term of ninety-nine years the entire railroad, then unfinished, of the Fort Wayne, Muncie and Cincinnati Railroad Company, extending from Connersville, Fayette county, *via* New Castle, Henry county, to Fort Wayne, 107 miles, with all its appurtenances, franchises, etc.; covenanting in consideration thereof to complete the construction of the road, equip, maintain and operate the same, and to discharge the indebtedness of the lessor theretofore incurred in the construction thereof, by the loan of its credit in various amounts to the original companies included and forming by consolidation the Fort Wayne, Muncie and Cincinnati Railroad Company, to pay all of said company's indebtedness existing at date of lease, and agreeing to pay the same per cent. of dividends upon the capital stock by it issued as shall be paid upon the capital stock of the Junction Railroad Company. Soon after the company became embarrassed and the road was placed in the hands of and operated by a receiver until November 26, 1872, when the road, property, etc., were sold under decree of court to parties in the interest of the Cincinnati, Hamilton and Dayton Railroad Company, who organized as the Cincinnati, Hamilton and Indianapolis Railroad Company. The road is now operated in connection with the lines owned and leased by the Cincinnati, Hamilton and Dayton Railroad Company.

CINCINNATI AND INDIANA RAILROAD COMPANY.

This company, under the general law of 1852, filed its certificate of organization with the Secretary of State April 18, 1861 (Record of Incorporations No. 2, p. 82), and constructed a road from Cincinnati to the State line between Ohio and Indiana, 20½ miles, there connecting with the road of the Indianapolis, Cincinnati and Lafayette Railroad Company, to which company the road was leased in perpetuity May 1, 1866, and by whom it has since been operated as a part of its line.

CINCINNATI AND MUSKINGUM VALLEY RAILWAY COMPANY.

This company, which filed its certificate of organization with the Secretary of State January 25, 1870 (Record of Incorporations No. 7, p. 100), for the purpose of constructing, acquiring, owning, and operating a railroad—the places of termini, Cincinnati and Cleveland, and the counties into and through which it shall pass, Hamilton, Warren, Clinton, Fayette, Pickaway, Fairfield, Perry, Muskingum, Coshocton, Holmes, Wayne, Summit, and Cuyahoga—is the successor, by purchase, of the property and franchises acquired by the Cincinnati and Zanesville Railroad Company, under judicial proceedings, from the Cincinnati, Wilmington and Zanesville Railroad Company, which was chartered February 4, 1851 (49 O. L., 424), under the provisions and restrictions of the “act regulating railroads,” passed February 11, 1848 (S. & C., 271), with power to construct a railroad from Cincinnati, *via* Wilmington, Clinton county; Washington, Fayette county; Circleville, Pickaway county, and Lancaster, Fairfield county, to Zanesville. Under authority thus granted, a road was built from Zanesville to Morrow, Warren county, 132 miles, there connecting with the Little Miami Railroad.

The stock subscription to this company, and a large amount derived from sales of first, second, and third mortgage bonds, secured by lien on its road, property, etc., was expended; but the company failing to comply with the conditions of the mortgages, the trustee under them, by bill in chancery, prosecuted February 22, 1857, in the Circuit Court of the United States for the Southern District of Ohio; which resulted in a decree being made on March 3, 1857, and the appointment of a receiver, who took possession of the road and property, and operated it in the interest of the parties concerned.

Under this and subsequent orders of the court, the receiver continued to operate the road, preserving a union of interest with the directors, until a plan for reorganization was prepared and accepted by the stockholders and creditors, under which, by decree June 10, 1863, the court ordered the mortgaged premises, including the franchises of the company, to be sold, such sale to free the same from all debts and liabilities.

Under said decree, the railroad, property, and franchises were sold, August 27, 1863, to Charles Morau, in trust, for the benefit of such creditors and stockholders as should reorganize as a body corporate, to own and carry on the railroad under the charter. October 17th, 1863, the sale and purchase was confirmed by the court, and the receiver by whom the sale was made being so ordered and directed conveyed said railroad, other property, and franchises to said purchaser, in trust, etc., as aforesaid.

In pursuance of notice, a meeting of the parties in interest of the purchaser was held at Cincinnati March 10, 1864, who organized as a body corporate under the franchises of the Cincinnati, Wilmington and Zanesville Railroad Company (vested as aforesaid in said Charles Morau), by electing a board of directors, the appointment of corporate officers, and the creation of a capital stock proportioned to the amount of stock held by each in the original company, and of claims severally held by them against it, computed and rated upon a basis previously agreed upon.

The organization thus perfected assumed as its corporate name the *Cincinnati and Zanesville Railroad Company*, and by its order, as representative of the beneficiaries, the said Charles Moran, by deed bearing date March 12, 1864, conveyed the said road, other property, and franchises, including the franchise to be and act as a body corporate, to the reorganized company, which thereupon, by its board of directors and other officers and agents, became possessed thereof, operated the road, and exercised the said corporate franchises.

Subsequently, for the purpose of settling and removing doubts as to whether the franchise of the original company to be and act as a corporation was thus well vested in

the new and reorganized company, or might not technically remain in the original body corporate, the board of directors of the said original company, as authorized by and in conformity with the provisions of "An act for the relief of creditors and stockholders of railroad companies," passed April 13, 1865 (62 O. L., 169), and in pursuance of the aforesaid agreement entered into with the consent of the holders of more than two-thirds of the stock of said original company, by deed, formally conveyed to the reorganized company the franchise to be a corporation, originally vested in them.

The *Cincinnati and Zanesville Railroad Company*, thus organized, created a new bonded debt, secured by mortgage on the road, property and franchises of the company, and issued new stock; but failing in the payment of maturing interest on the bonds, a bill was filed April 30, 1869, by the trustee named in the mortgage, in the Circuit Court of the United States for the Southern District of Ohio, for the foreclosure of mortgage and sale of the road, property and franchises.

Under the proceedings had, on the 6th of October, 1869, the court entered judgment against the company for amount found to be due, fixed a time for payment, or, in case of default thereof, ordered that all the said mortgaged premises, the railroad and other property and franchises, late the property and franchises of the Cincinnati, Wilmington and Zanesville Railroad Company, including the rights and franchises to be and act as a corporation, acquired by the Cincinnati and Zanesville Railroad Company by deed from Charles Moran, trustee, to whom the same were conveyed under order of court by the master commissioner; and all equipment, rolling stock, etc., with all accessions, additions and improvements, made or acquired subsequently, be sold in manner prescribed, by the fee simple title thereof, to the highest bidder; and further, upon confirmation of the sale thus to be made and payment to him of the purchase money therefor, the said trustee and special master commissioner was authorized and required, by deed in fee simple, to convey to the purchaser, legal representative or assigns, the said railroad, other property and franchises, with the privileges, appurtenances, additions thereto, accessions and improvements made or acquired since execution of said mortgage to date of rendition of decree, etc., etc., the subject matter to be sold as "the railroad, other property and franchises, including the franchise to be and act as a corporation, of the Cincinnati and Zanesville Railroad Company, in the State of Ohio."

The company failing to make payment in terms of decree, the court, on the 16th of October, 1869, issued an order of sale directing Charles Moran, as trustee and special master commissioner, to advertise and offer the property for sale. In obedience thereto, the said mortgaged premises, property, franchises, etc., were sold December 1, 1869, to Thomas L. Jewett, for the sum of one million four hundred thousand dollars, and the sale was, December 2, 1869, confirmed; the court further ordering the said trustee and special master commissioner to execute and deliver to said purchaser, his heirs or assigns, or to such other person or persons or body corporate as he shall direct the same to be made to, as grantee or grantees, a deed of conveyance, in full execution of the sale made to him of the said mortgaged premises, accessions and appurtenances.

The purchaser immediately took possession of and operated the railroad and property in his individual capacity until about September 1, 1870, when a deed was executed by his direction, August 6, 1870, by the said Charles Moran, trustee, etc., to the Cincinnati and Muskingum Valley Railway Company, in pursuance of aforesaid order of the court, and full possession of road and property and delivery of deed was made to that company, which continued to operate the road to May 1, 1873, at that date it passing into the hands of the Pittsburgh, Cincinnati and St. Louis Railway Company, under lease for ninety-nine years from January 1, 1873. After paying expenses of running and maintaining

roadway, interest, etc., the balance of earnings, if any, to be paid to stockholders of Cincinnati and Muskingum Valley Railway Company.

Since the road has been owned by the Cincinnati and Muskingum Valley Railway Company, an extension has been built from Zanesville to Dresden Junction, sixteen and one-half miles, there connecting with the road of the Pittsburgh, Cincinnati and St. Louis Railway Company.

CINCINNATI RAILWAY TUNNEL COMPANY.

The Dayton, Lebanon and Deerfield Railroad Company was chartered February 6, 1847 (45 O. L., 59), with authority to construct a railroad, commencing at Dayton, via the village of Springboro, Warren county, to Lebanon, and thence to intersect the Little Miami Railroad at or near Deerfield.

Section 21 authorizes the Little Miami Railroad Company to subscribe stock to, or adopt said railroad as a branch, in which [latter] case stock in this shall be stock in the Little Miami Company.

An act amendatory, passed February 14, 1848 (46 O. L., 131), provides that the company should thereafter be known as the Dayton, Springboro, Lebanon and Cincinnati Railroad Company, the directors to have power to construct a road from Dayton to Cincinnati on such route as they may deem best, provided said road shall not be located or constructed in the valley of the Little Miami at a point below the village of Springboro.

A certificate of the reorganization of the company, under the name of the Dayton and Cincinnati Railroad Company, was filed in office of Secretary of State March 3, 1871 (Record of Incorporations No. 8, p. 35), which recites that on May 16, 1859, George S. Donner and others filed in the Superior Court of the City of Cincinnati a petition, numbered 10,994, against the Dayton and Cincinnati Railroad Company, which is now pending. That under the proceedings a receiver, etc., was appointed July 2, 1859, who took possession of the assets of the corporation—was subsequently directed by said court to sell said Dayton and Cincinnati Railroad, and that he is now in possession of the road and books, papers and assets of the company. And that the company reorganized under act April 7, 1863 (60 O. L., 55, and S. & S. 126), upon the following basis: A surrender of the old stock; in lieu thereof stock to be issued for one-half the amount in the new company—the principal of all outstanding bonds due from said company to be paid by the issue of preferred stock, and the principal of all other debts or claims to be paid with stock at par; 50 per cent. in said preferred stock and 50 per cent. in stock of the same class issued for old stock.

The construction account showed an expenditure of over \$725,000, and the total of stock is stated as \$422,950, bonds \$19,000, and indebtedness, with interest, February 28, 1871, \$51,613.25.

By decree of the Common Pleas Court of Hamilton county, filed in office of Secretary of State January 31, 1872 (Record No. 9, p. 240), the name of the company was changed to Cincinnati Railway Tunnel Company. Annual report gives Cincinnati and Sharon as termini; length, 12.50 miles, all in Hamilton county, with two miles graded; no rail laid.

CINCINNATI, RICHMOND AND CHICAGO RAILROAD COMPANY.

This company is successor to the Eaton and Hamilton Railroad Company, which was chartered February 8, 1847 (45 O. L., 97), with authority to construct a railroad from Eaton, Preble county, by such route as the directors may select, to Hamilton, Butler

* The authority for this change of name not ascertained.

county. This and subsequent acts relating to the company were amended and consolidated by act of March 7, 1851. (49 O. L., 470.)

November 1, 1864, the Eaton and Hamilton Company leased for ninety-nine years, renewable forever, that part of the Richmond and Miami Railway extending from the point of connection therewith on the State line to the junction or switch about two miles east of Richmond, Indiana, and also the use, in common with the Dayton and Western Railroad Company, of the remaining portion thereof, extending to the city of Richmond.

The company becoming financially embarrassed, suit was brought against it in Butler county Common Pleas Court by Joseph B. Varnum and the co-trustees for foreclosure of mortgage and sale of road.

Pending the proceedings, June 1, 1865, an agreement for reorganization of the company, and the capitalization of its stock and debt, under the provisions of "An act to regulate the sale of railroads and the reorganization of the same," passed April 11, 1861 (58 O. L., 70), was submitted to its stockholders and creditors, which was acceded to, and in pursuance thereof, the road was sold by order of the court, and purchased by trustees for the benefit of the parties to the agreement of capitalization.

May 3, 1866, the reorganization was perfected by filing certificate thereof with the Secretary of State (Record of Incorporations No. 3, p. 348), the new company assuming the name of Cincinnati, Richmond and Chicago Railroad Company.

February 18, 1869, this company leased its road and property in perpetuity, assigning also its lease of the Richmond and Miami Railway to the Cincinnati, Hamilton and Dayton Railroad Company, the lessee to pay expenses of operating, maintenance of road and property, interest on bonded debt, etc.; any surplus of earnings to inure to the benefit of the Cincinnati, Richmond and Chicago Railroad Company.

The line has since that time been operated by the Cincinnati, Hamilton and Dayton Railroad Company.

CINCINNATI, SANDUSKY AND CLEVELAND RAILROAD COMPANY.

The Mad River and Lake Erie Railroad Company was incorporated by special charter (act of January 5, 1832, 30 O. L., 15), vested with the right to construct a railway from Dayton, via Springfield, Urbana, Bellefontaine, to or near Upper Sandusky, Tiffin and Lower Sandusky, to Sandusky, Huron county; also to construct branches to the seats of justice of any county through which the road may be located.

Legislation furthering the interests of the corporation was had as follows:

March 14, 1836 (34 O. L., 570): An act to authorize a loan of credit of the State of \$200,000 to the company.

December 19, 1836 (35 O. L., 7): An act to authorize the commissioners of Logan county to subscribe for \$25,000 of the capital stock of the company.

March 16, 1839 (37 O. L., 343): An act to authorize the commissioners of Hardin county to subscribe \$30,000 to the capital stock of the company, and in case the railroad is located through the town of Kenton, to make a donation to the company of any lots owned by the county in or near Kenton.

February 19, 1845 (43 O. L., 109): An act to authorize the commissioners of Hancock county to subscribe to the capital stock of the Mad River and Lake Erie Railroad Company the sum of \$60,000, or such sum as shall be sufficient to construct a railway or branch from the main track of said railroad to the town of Findlay, and to pay such subscription; authorizes them to issue the bonds of said county, bearing interest at not over six per cent. per annum, payable to said railroad company, or any other person or body corporate, no bond so issued to be for a less sum than \$1,000.

As thus authorized, and under the provisions of its charter, the company built the Findlay branch from Carey, Wyandot county, on the main line, to Findlay, 15.51 miles.

February 6, 1847 (45 O. L., 65), an act was passed authorizing the town of Springfield to subscribe \$20,000 to the stock of the company, to be applied to construction between Springfield and Dayton; and February 8, 1847 (45 O. L., 87): An act to authorize the commissioners of Clarke county to subscribe on behalf of the county to the capital stock of the company not exceeding \$25,000, payment therefor to be made by transferring to it certificates previously subscribed by said commissioners in behalf of said county, of the capital stock of the Little Miami Railroad Company.

The Mad River and Lake Erie Railroad Company located and constructed its road from Tiffin to Sandusky, by way of Bellevue. In 1851 the Sandusky City and Indiana Railroad Company, which was chartered by act of February 28 of that year (49 O. L., 434), "vested with all the rights, privileges, powers and franchises, and subject to all the restrictions of the act entitled an act regulating railroad companies, passed February 11, 1848 (46 O. L., 401, and S. & C., 271), except so far as the same may be modified by the provisions of this act," proceeded to build a road from Tiffin to Sandusky, via Clyde, and this route being deemed more favorable than the other, December 1, 1854, the last named company leased this road for the term of ninety-nine years, renewable forever, to the Mad River and Lake Erie Railroad Company, who have since operated the same as a part of its line, ultimately abandoning the other route. The organization of the Sandusky City and Indiana Railroad Company is kept up for the purpose of perpetuating the lease, the interests of the companies being identical, the road having been built in the interest of and with means furnished by the Mad River and Lake Erie Company, and one person acting as president of both corporations.

June 1, 1854, the company leased the road of the Springfield and Columbus Railroad Company for the term of fifteen years, agreeing to stock and run the same out of the proceeds, paying first, the operating expenses; second, the interest on the \$150,000 outstanding bonds of the Springfield and Columbus Company, and the balance to the lessor.

February 23, 1858, by decree of Court of Common Pleas of Erie county, the name of the Mad River and Lake Erie Railroad Company was changed to *Sandusky, Dayton and Cincinnati Railroad Company*. (Record of Incorporations, office of Secretary of State, No. 1, p. 446.)

February 4, 1865, a bill was filed by the trustee of one of the mortgages, covering the entire property, in the Court of Common Pleas of Erie county, against the company for foreclosure of mortgage and sale of the property; and on the 13th of October following O. Follett was appointed receiver and special master commissioner in the case, who operated the road under the orders of the court.

While the suit was pending, various parties interested entered into an agreement for a capitalization of the stock and debts of the company, a sale of the road, and a reorganization under the proceedings for foreclosure. In pursuance of this arrangement an order was issued by the court to sell the entire property, including the rights and franchises of the company; and accordingly, on the 5th day of January, 1866, it was sold by the receiver and master commissioner to three trustees, who purchased for the benefit of the parties to the agreement of capitalization, which included nearly all representing the stock and various classes of debt.

July 2, 1866, was filed in office of Secretary of State (Record of Incorporations No. 3, p. 518), the certificate of reorganization, under name of the *Sandusky and Cincinnati Railroad Company*.

October 8, 1866, this company leased its road and property for the term of ninety-nine

years, renewable forever, to the Cincinnati, Dayton and Eastern Railroad Company, but by mutual agreement, January 9, 1868, the lease was surrendered to the Sandusky and Cincinnati Railroad Company.

January 11, 1868, a decree of the Court of Common Pleas of Erie county was filed in office of Secretary of State (Record No. 4, p. 634) changing the name of the company to *Cincinnati, Sandusky and Cleveland Railroad Company*.

June 28, 1870, this company leased for a period of ninety-nine years from July 1, 1870, renewable forever, the road, property, and rights of the Columbus, Springfield and Cincinnati Railroad Company (successor to the Springfield and Columbus Railroad Company, heretofore named as lessors to the Mad River and Lake Erie Company), the latter agreeing to complete its line of road from London to Columbus by September 1, 1871, and to keep and maintain its corporate existence and organization, the first party to have the privilege of issuing coupon bonds to the amount of \$1,100,000, secured by mortgage or deed of trust on the property, and agreeing to maintain, use and operate the road from Columbus to Springfield, making such additions, etc., as the business may require, pay all running expenses, damages for loss or injury to property or persons, all taxes, etc., and to pay as rental, when in possession of the whole line between Springfield and Columbus, in equal quarterly payments, forty per centum of the gross earnings and income of the road between Springfield and Columbus; provided, that when the aggregate thus to be paid shall exceed the sum of \$120,000, the lessee shall pay fifty per centum only of such excess in addition, guaranteeing that the annual payment to the Columbus, Springfield and Cincinnati Railroad Company shall not be less than \$80,000 each year.

The following, in relation to above lease, is from the annual report of this company, June 30, 1872, to the Commissioner: "The lease has been modified, so that this company, instead of paying forty per cent. of the gross earnings of that road, guarantees the principal and interest of the bonds of the Columbus, Springfield and Cincinnati Railroad Company, and its stock, exchanged for stock of this company, share for share, is owned and held in trust by the Cincinnati, Sandusky and Cleveland Railroad Company."

The company has made a perpetual lease of that portion of its road existing from Springfield to Dayton, receiving therefor thirty-five per cent. of the gross earnings, to the Cincinnati and Springfield Railway Company, by whom it was transferred, together with a lease in perpetuity of its own railway, rights, privileges, and franchises, to the Cleveland, Columbus, Cincinnati and Indianapolis Railway Company.

CINCINNATI AND SPRINGFIELD RAILWAY COMPANY.

This company filed the required certificate of organization in office of Secretary of State September 9, 1870 (Record of Incorporations No. 7, p. 547), to build a railroad from Springfield to Cincinnati, passing through the counties of Clarke, Montgomery, Greene, Warren, Butler, and Hamilton.

The road was projected and built to form, in connection with other roads already constructed, a trunk line between the Eastern cities and Cincinnati, starting at Cincinnati. Depot and track facilities were obtained under a perpetual lease from the Cincinnati and Indiana Railroad Company, at an annual rental of \$35,000. From the crossings of the Cincinnati and Baltimore Railway, and the Cincinnati, Hamilton and Dayton Railroad, in the city of Cincinnati, to Ludlow Grove, a distance of six and a quarter miles, the track of the Cincinnati and Baltimore Railway Company is used, under lease, at a cost of \$38,000 per year. From Ludlow Grove to Dayton, a distance of 48.80 miles, the new line was constructed. Through the city of Dayton, the track of the Dayton and

Western Railroad—now a part of the Little Miami Division of the Pittsburgh, Cincinnati and St. Louis Railway—is used jointly with that company under lease, for which this company pays an annual rental of \$2,794.12. From Dayton to Springfield, 24.10 miles, the company has leased from the Cincinnati, Sandusky and Cleveland Railroad Company, in perpetuity, that portion of its line, as rental paying 35 per cent. of the gross earnings thereon; and at Springfield direct connection is made with the Cleveland, Columbus, Cincinnati and Indianapolis Railway. The Cincinnati and Springfield Railway, as thus constituted, with all its rights, privileges and franchises, is leased in perpetuity to the Cleveland, Columbus, Cincinnati and Indianapolis Railway Company, the lessee to pay from the gross earnings and receipts all expenses and rentals, interest on first and second mortgage bonds issued by the Cincinnati and Springfield Railway Company, the balance of said receipts and earnings, if any, to be paid to the lessor.

CINCINNATI AND WHITE WATER VALLEY RAILROAD COMPANY.

The certificate of organization of this company was filed with the Secretary of State June 28, 1873 (Record of Incorporations No. 12, p. 450), to construct a railroad from Valley Junction—a point about two miles west of the town of Cleves—to North Bend, on the Ohio River, all in Hamilton county. Its length is 2.10 miles, and was built in the interest of the White Water Valley Railroad Company, of Indiana, by whom it is leased to avoid running its trains through the tunnel on the Cincinnati and Indiana Railroad.

CLEVELAND, COLUMBUS, CINCINNATI AND INDIANAPOLIS RAILWAY COMPANY.

This company is the outgrowth of four original corporations.

The Cleveland, Columbus and Cincinnati Railroad Company was first chartered March 14, 1836 (34 O. L., 533), for the purpose of constructing a railroad from Cleveland, *via* Columbus and Wilmington, to Cincinnati, but through *non-user* the charter became dormant. It was revived and amended by act March 12, 1845 (43 O. L., 405); route designated as from, at or near Cleveland, on the most convenient route leading towards Columbus; and providing that the company may unite its railroad with any other then or thereafter constructed under authority of the General Assembly, leading from any point at or near Lake Erie to or towards the southern part of the State; and, also, that the company shall not be required to construct the road for the whole distance named in act revived.

Subsequently amendments were made to the charter, and under the authority thus granted, aided by subscriptions made to the capital stock, from cities and counties, authorized by the Legislature, the company constructed a road from Cleveland to Columbus, 138 miles.

The Springfield and Mansfield Railroad Company was chartered March 21, 1850 (48 O. L., 294), "vested with all the rights, privileges, powers, and franchises, and be subject to all the restrictions of the act entitled 'an act regulating railroad companies,' passed February 11, 1848 [46 O. L., 40, and S. & C., 271], except so far as the same may be modified by the provisions of this act," with authority to construct a road from Springfield to Mansfield. An amendatory act of February 20, 1851 (49 O. L., 469), provides for an optional change in eastern terminus of the road.

August 9, 1852, a decree of the Common Pleas Court of Clarke county, entered August term, 1852, was filed with the Secretary of State (Record of Incorporations No. 1, p. 61), changing company's name to Springfield, Mt. Vernon and Pittsburgh Railroad Company.

The company failing to meet its liabilities, suit was brought by Geo. S. Coe, trustee of

the first mortgage, in the Clarke County Common Pleas Court, for foreclosure and sale of the road, June 16, 1860; and the road and property were placed in the hands of John R. Hilliard, as receiver.

By order of the Court the road was divided into two parcels and sold January 1, 1861. The part built and laid with iron, extending from Springfield to Delaware, fifty miles, was purchased by Peter Odlin, J. R. Hilliard, and F. A. Lane, who, on the first of January, 1862, sold the same to the Cleveland, Columbus and Cincinnati Railroad Company, and is now known as the "Springfield Branch."

That part from Delaware through Mt. Vernon northward, being but partly graded, was purchased by other parties, and by them sold to the Pittsburgh, Mt. Vernon, Columbus and London (now Cleveland, Mt. Vernon and Delaware) Railroad Company.

The Bellefontaine and Indiana Railroad Company was chartered February 25, 1848 (46 O. L., 275), "vested with all the rights, privileges, powers, and franchises, and be subject to all the restrictions of the act entitled 'an act regulating railroad companies,' passed February 11, 1848 [46 O. L., 40, and S. & C., 271], except so far as the same may be modified by the provisions of this act," with power to construct a railroad from Marion, *via* Bellefontaine, Sidney, and optionally Greenville, to the west line of the State in Darke county. An amendment was passed February 19, 1849 (47 O. L., 151), by which the company was authorized to extend its road from Marion to or near Mansfield; and subsequently other amendments and acts authorizing subscriptions to be made were passed by the Legislature.

March 14, 1856, the company effected an arrangement with the Indianapolis, Pittsburgh and Cleveland Railroad Company, of Indiana, to take effect the first of April following, and continue in force five years, by which the roads of the two companies were to be operated as one line, expenses and earnings divided *pro rata*, and terminable by either company giving the other three months' notice.

The last named company was chartered by the Legislature of Indiana February 17, 1848 (Indiana Laws, 1848, p. 176), by the name of the Indianapolis and Bellefontaine Railroad Company, with authority to construct a railroad, single or double track, from Indianapolis *via* Pendleton and Anderson, in Madison county, Muncie, Delaware county, and Winchester, Randolph county, easterly to the line dividing Ohio and Indiana, for the purpose of connecting with a railroad proposed to be constructed from Bellefontaine, Ohio, to the State line. Under this charter and amendatory acts the road was constructed. December 19, 1854, by resolution, the Board of Directors, as authorized by the general laws of Indiana, changed the name of the company to the Indianapolis, Pittsburgh and Cleveland Railroad Company.

May 16, 1860, the agreement named of March 14, 1856, was extended, to terminate only by and with mutual consent.

September 21, 1861, articles of agreement were entered into for a consolidation of the two companies (the Indianapolis, Pittsburgh and Cleveland, of Indiana, and the Bellefontaine and Indiana, of Ohio), which were ratified by the stockholders of both companies November 24, 1861, by which the consolidated corporation assumed the name of the Bellefontaine Railway Company. Filed in office of Secretary of State of Ohio (Record of Incorporations No. 2, p. 34) December 26, 1861 [filed with Secretary of State of Indiana December 20, 1861].

May, 16, 1868, was filed in office of Secretary of State of Ohio (Record No. 5, p. 305), [filed on the same date with Secretary of State of Indiana], certified articles of agreement of the Cleveland, Columbus and Cincinnati Railroad Company and the Bellefontaine Railway Company, by which the companies named consolidated, and assuming the

name of the *Cleveland, Columbus, Cincinnati and Indianapolis Railway Company*, vest all rights, franchises, property, liabilities, contracts, etc., of the respective companies in the new and consolidated company.

This company has leased in perpetuity from the Cincinnati and Springfield Railway Company its railway (including leased lines), extending from Springfield to Cincinnati, thus forming, *via* the Springfield Branch (from Delaware to Springfield), a continuous line from Cleveland to Cincinnati.

As rental, this company agrees to pay from gross earnings and receipts all expenses and rentals, and interest on the mortgage bonds of the Cincinnati and Springfield Railway Company; the balance of earnings, if any, to be paid to the lessor.

The accounts of the leased line are kept separate, and report of the traffic thereon is made to this office by this company as lessee.

CLEVELAND AND MAHONING VALLEY RAILWAY COMPANY.

The Cleveland and Mahoning Railroad Company, chartered by act of February 22, 1848 (46 O. L., 227), section 3 of which provides that "said company shall have all the powers and be subject to all the restrictions and provisions of the act regulating railroad companies, passed February 11, 1848" (46 O. L., 40, and S. & C., 271), constructed a road from Cleveland to Youngstown, and a branch from Youngstown to the State line, called the Hubbard Branch, a total of 80 miles.

Under date of October 7, 1863, the company leased to the Atlantic and Great Western Railway Company, for the term of 99 years, from October 1, 1863, its railroad, including its Hubbard Branch, the road-beds, bridges, superstructures, and all tracks laid thereon—there being two tracks from Cleveland to Leavittsburgh, one 6 foot and the other 4 ft. 9 $\frac{3}{4}$ in. gauge—depot-grounds, etc., etc., and the assignment of certain contracts with other parties named in the lease, covenanting to complete the Hubbard Branch by January following to its northern terminus, about 11 $\frac{3}{4}$ miles from its connection with the main line; to extend its road-bed and track of the narrow gauge specified, in a good and substantial manner, to the old river-bed or ship-channel in Cleveland; construct 800 feet in length of coal and ore docks, with side-tracks, switches, etc., to accommodate the same, to be completed May 1, 1864, and vest in said lessee all its rights to extend said track and road-bed across the old river-bed to the west side of the piers, on the right of way thereby demised. Also selling and delivering to the lessee named all its rolling stock, shops and machinery, tools, materials on hand, etc., etc., for the sum of \$405,802.45, provision being made for the reconveyance thereof on termination of lease; the company also agreeing to procure in its own name, but at the expense of the lessee, any additional rights of way, real estate, and privileges that may be necessary.

The lessee to pay as rental the sum of \$273,072 per annum, in equal monthly installments, in advance; to pay all taxes, duties, and assessments—national, State, municipal, or by other competent authority—upon said demised premises, or upon the receipts for transportation on said road; to fulfill the contracts of the Cleveland and Mahoning Company hereby assigned, to save it harmless from all damages arising therefrom, or from the use and occupancy of said demised premises, and to keep said premises in good repair.

Authority is reserved by the lessor to protect its first, third, and branch mortgage bonds, amounting to \$2,200,000, by a continued lien—by a renewal or otherwise—upon the demised premises, but agreeing to indemnify the lessee against eviction, and all damages, costs, etc., arising therefrom.

This company to maintain its organization, and at all times, when required by the lessee, perform such acts, consistent with its rights under the lease, as may be necessary to the due preservation of all the property, rights, franchises, interest, etc., thereby demised to said lessee; and, if necessary, to perfect the title to any of the demised property, if found defective, during the continuance of the lease.

The Niles and New Lisbon Railway Company—certificate of organization filed in the office of the Secretary of State April 24, 1869 (Record of Incorporations No. 6, p. 255)—was the result of two previous incorporations: the Ashtabula and New Lisbon Railway Company, which filed its certificate February 20, 1853 (Record No. 1, p. 44), to construct a road from Ashtabula to New Lisbon, and the New Lisbon Railway Company—certificate filed January 15, 1864 (Record No. 2, p. 222)—organized to build a road from a point on the Cleveland and Mahoning Railroad, in Wethersfield township, Trumbull county, via New Lisbon, to a point in Liverpool township, Columbiana county.

The first-named projected road was only partially constructed; and July 11, 1864, that part lying south from Niles was leased for the term of 99 years to the New Lisbon Railway Company, it undertaking the completion of the road from New Lisbon to Niles, Warren, or some point between the two on the Cleveland and Mahoning Railroad; 10 miles to be completed within two, and the balance within five years.

Under its charter and this lease the New Lisbon Railway Company proceeded, mortgaging the road for its construction; but failing to carry out the terms of the lease, and becoming financially embarrassed, the mortgage was foreclosed, and the road, 35.50 miles in length, was sold April 17, 1869, subject to the claims under the lease of the Ashtabula and New Lisbon Railway Company, it not being a party to the proceedings. The purchase was made by private parties, who organized the Niles and New Lisbon Railway Company.

The Liberty and Vienna Railroad Company was organized December 7, 1868, by filing required certificate in the office of the Secretary of State (Record of Incorporations No. 5, p. 568), to build a road from the end of the railroad of the Church Hill Coal Company, in Liberty township, northwardly to Vienna, all in Trumbull county.

An affirmatory certificate was filed September 14, 1870 (Record No. 7, p. 551), to settle doubts as to the original being properly executed and certified.

October 16, 1870 (Record No. 8, p. 15), a certificate was filed for \$300,000 increase of capital stock, "it being required for the purpose of building its branch and extension, etc."

August 1, 1871, this company sold to the Ashtabula, Youngstown and Pittsburgh Railroad Company 5.50 miles of its road, extending from Youngstown to Girard, for the sum of \$200,000 (the same now forming a part of the line of that company), retaining that portion from Liberty to Vienna, 6 miles.

By articles dated July 25, 1872, filed in the office of the Secretary of State August 14, 1872 (Record No. 11, p. 159), the three companies named—the Cleveland and Mahoning Railroad, the Niles and New Lisbon Railway, and the Liberty and Vienna Railroad—consolidated under the name of the Cleveland and Mahoning Valley Railway Company.

The capital stock of the consolidated company was the aggregation of that of the several companies parties thereto, as by previous reports to this office, \$2,759,200. The funded debt consists of bonds of the Cleveland and Mahoning and Niles and New Lisbon, as previously reported; to which was added the amount of bonds held as sinking fund of the Cleveland and Mahoning, and theretofore deducted by them from liabilities, viz., first mortgage, \$110,500; third mortgage, \$166,600; and Hubbard Branch, \$26,500—a total of \$303,600.

The line as thus consolidated is operated and known as the Mahoning Division of the Atlantic and Great Western Railroad.

CLEVELAND, MT. VERNON AND DELAWARE RAILROAD COMPANY.

March 17, 1851, by authority of an act passed February 19, 1851 (49 O. L., 464), "to amend an act to incorporate the Cleveland and Pittsburgh Railroad Company," passed March 14, 1836 (34 O. L., 576), and by it "entitled to all the privileges, and subject to all the restrictions and liabilities granted or imposed by the charter of the Cleveland and Pittsburgh Railroad Company, and the amendments thereto," "*the Akron Branch of the Cleveland and Pittsburgh Railroad Company*" was organized as a separate and distinct company, to construct a branch railroad from Hudson, Summit county, via Cuyahoga Falls and Akron, to Wooster, or some other point between Wooster and Massillon, to connect with the Ohio and Pennsylvania Railroad (now the Pittsburgh, Fort Wayne and Chicago Railway), and any other railroad running in the direction of Columbus.

The act of March 24, 1851 (49 O. L., 542), authorized the commissioners of Summit county to subscribe \$100,000 to the capital stock of the company.

The road was constructed from Hudson to Millersburg, Holmes county, 61 miles, and was known and operated as the "*Akron Branch*," until, by order of the Court of Common Pleas of Summit county, entered at March term, 1853, the name of the company was changed to "*Cleveland, Zanesville and Cincinnati Railroad Company*." Certificate filed in the office of the Secretary of State March 17, 1853. (Record of Incorporations No. 1, p. 159.)

The company became embarrassed, and suit being brought August 27, 1861, in the Summit County Common Pleas Court, for foreclosure of mortgage and sale of the road, a receiver was appointed, by whom, under the direction of the court, the road was operated until November 2, 1864, when, pursuant to order of the court, the entire road, property, and franchises of the company were sold at public auction for \$300,000 to George W. Cass and John J. Marvin, who, on the 1st of July, 1865, following, conveyed the road and property thus vested in them by deed to the Pittsburgh, Fort Wayne, and Chicago Railway Company, who owned and operated it until they, by contract dated June 27, 1869, leased in perpetuity to the Pennsylvania Railroad Company, to take effect July 1, 1869, its own railway proper and leased lines, including the Cleveland, Zanesville, and Cincinnati Railroad.

The Pittsburgh, Mt. Vernon, Columbus, and London Railroad Company filed its certificate of organization in the office of the Secretary of State May 11, 1869 (Record of Incorporations No. 6, p. 344), road to be constructed from a point in Wayne county, on the line of the Pittsburgh, Fort Wayne, and Chicago Railway at or near Orrville, through the counties of Holmes, Knox, Licking, Delaware, Franklin, through Columbus, to Madison county, at or near London.

November 1, 1869, this company acquired, by deed from G. A. Jones, trustee, etc., in consideration of 1,000 shares, of the par value of \$50,000, of its capital stock, all that portion of the Springfield, Mt. Vernon, and Pittsburgh Railroad (being only partly graded) extending east from Delaware, through Mt. Vernon, in the direction of Millersburg, 43 miles, which was by him purchased at judicial sale August 31, 1867, under proceedings in Knox County Common Pleas Court.

November 4, 1869, the Pennsylvania Railroad Company and the Pittsburgh, Fort Wayne, and Chicago Railway Company sold and transferred by deed the entire *Cleveland, Zanesville, and Cincinnati Railroad*, extending from Hudson to the coal mines south-west

of Millersburg, a distance of 65 miles, with all its machinery, rolling stock, equipment, fixtures, etc., to the Pittsburgh, Mt. Vernon, Columbus, and London Railroad Company, the consideration being 22,000 shares of the fully paid-up capital stock of the company purchasing, the par value of which was \$1,100,000, the latter company assuming the payment of a mortgage debt on said conveyed premises of \$143,000.

On the same date an assignment was made to the company—being one condition of the sale and purchase aforesaid—of the lease of the Massillon and Cleveland Railroad, extending from Massillon to Clinton, 12.50 miles, which had passed into the possession of the Pennsylvania Railroad Company, July 1, 1869, with the property and other leased lines of the Pittsburgh, Fort Wayne, and Chicago Railway Company.

December 6, 1869, George W. Cass and wife and John J. Marvin and wife executed to the Pittsburgh, Mt. Vernon, Columbus, and London Railroad Company a deed of confirmation of the Cleveland, Zanesville, and Cincinnati Railroad, thereby vesting any title or rights in said road possessed by said parties in that company.

December 20, 1869, the name of the company, by decree of Knox County Common Pleas Court, was changed to *Cleveland, Mt. Vernon, and Delaware Railroad Company*. Certificate filed in the office of the Secretary of State December 22, 1869. (Record, No. 7, p. 11.)

December 17, 1872 (Record, No. 14, p. 322), a supplemental certificate was filed for constructing a branch from the main line in Holmes county, through Coshocton county, to a connection, near Dresden, Muskingum county, with the Pittsburgh, Cincinnati, and St. Louis and the Cincinnati and Muskingum Valley Railways, 33 miles. Report of June 30, 1874, shows 17 miles graded on the Dresden Branch, and an expenditure, including rails, etc., of over \$200,000, but no progress has been made the past year. The main line is completed to Columbus, the running of through trains commencing September 1, 1873.

CLEVELAND AND NEWBURGH RAILROAD COMPANY.

This company filed its certificate of organization with the Secretary of State September 7, 1866 (Record of Incorporations, No. 3, p. 560), and commenced running in September, 1868. The road is only 3.33 miles in length, and is of the nature of a street railroad, carrying only passengers between the points indicated by its name.

CLEVELAND AND PITTSBURGH RAILROAD COMPANY.

The road of this company is situate in the States of Ohio and Pennsylvania, and was constructed under provisions of laws passed by the Legislatures of each.

The first charter was a special act passed March 14, 1836 (31 O. L., 576), by the Ohio Legislature, vesting the corporation with the right to construct a railway from Cleveland to some point in the direction of Pittsburgh on the State line between Ohio and Pennsylvania, or on the Ohio River; but little or nothing having been done under the rights thus granted, an act of revival and amendment was passed March 11, 1845 (43 O. L., 401), which further provided that the company may unite said railroad, when constructed by it, with any other authorized by law which may be constructed on the easterly side of the Cuyahoga river leading to Cleveland.

Section 7 of act February 16, 1849 (47 O. L., 146), authorizing subscriptions to the capital stock of the company by the city of Cleveland, authorized the company to construct branches from the main line of its road to any village or place within the limits of any county through which the same may pass; and section 1, act of March 9, 1850 (48 O. L., 251), authorized the company to extend an arm of the Cleveland and Pitts-

burgh Railroad down the valley of Sandy so far south as to intersect the Steubenville and Indiana Railroad. Under authority of the last named act the company built the Tuscarawas Branch, extending from Bayard, Carroll county, on main line, to New Philadelphia, Tuscarawas county—32.75 miles.

Section 4 of act passed February 21, 1850 (48 O. L., 248), authorized the company to extend its road, under power obtained from the State of Pennsylvania, to the city of Pittsburgh, or to any point in that direction at which its road may be connected with any other road leading from that city.

Sections 2-4 of act passed by the Pennsylvania Legislature April 8, 1850 (Penn. Laws of 1850, p. 417), authorizes the company to extend its road from the eastern line of Ohio to a point at or near the mouth of the Big Beaver, and connect the same with the Ohio and Pennsylvania Railroad at such point as may be mutually agreed upon; provided, that the damages which may be done to private property by said construction shall be assessed and paid in the manner provided by act passed February 19, 1849, etc. (Penn. Laws, 1849, page 79.)

An act of the Legislature of Ohio passed February 19, 1851 (49 O. L., 468), authorized the construction, under provisions of the company's charter, of a branch railroad from Hudson, Summit county, through Cuyahoga Falls and Akron, to some point on the Ohio and Pennsylvania Railroad between Massillon and Wooster—the subscribers to a majority of the stock being allowed to organize by the election of directors—a president to be elected by them—who, under the name of "The Akron Branch of the Cleveland and Pittsburgh Railroad Company," should be entitled to all the privileges and subject to all the restrictions and liabilities granted or imposed by the charter of the Cleveland and Pittsburgh Railroad Company and amendments thereto.

Under the authority thus conferred a separate and distinct company was formed March 17, 1851, who constructed the "Akron Branch." The name of this company was changed to Cleveland, Zanesville, and Cincinnati Railroad Company. The road was sold under judicial proceedings November 2, 1864; the purchasers, July 1, 1865, conveying the same by deed to the Pittsburgh, Fort Wayne, and Chicago Railway Company; and finally, November 4, 1869, it passed into possession of the Pittsburgh, Mount Vernon, Columbus, and London (now Cleveland, Mount Vernon, and Delaware) Railroad Company, and is a part of its line.

On the 15th of April, 1853, an act was passed by the Legislature of Pennsylvania (Penn. Laws of 1853, page 473) incorporating the Cleveland and Pittsburgh Railroad Company, and giving full assent to all and each of the provisions contained in the acts relating thereto passed by the General Assembly of Ohio March 14, 1836, March 11, 1845, and that authorizing the said company to extend its road into the State of Pennsylvania—adopting, ratifying, confirming, and enacting into laws of the commonwealth all and each of the provisions, conditions, and restrictions thereof, etc.

By act of April 11, 1862 (Penn. Laws, 1862, p. 436), the foregoing act was revived and renewed, and the time for constructing and completing the road under the charter from Rochester into Pittsburgh extended ten years from date of this act.

Under the acts named the company constructed its road from Cleveland to Rochester, Pennsylvania, 123.75 miles, and from Yellow Creek to Bellaire, 43.25 miles; which, with the Tuscarawas Branch before named, makes a total of 199.75 miles.

December 15, 1862, a contract was entered into with the Pittsburgh, Fort Wayne, and Chicago Railway Company for a division of the gross earnings of the two companies upon a specified basis, and for the joint use of the track of the latter in Pennsylvania, from Rochester to Pittsburgh—this company paying therefor a monthly rental of

\$7,083.33, and, in addition, one-half of the cost of keeping the same in repair. This contract was modified February 16, 1866, as to basis of division of gross earnings.

October 25, 1871, the company leased its road to the Pennsylvania Railroad Company for the term of 999 years from December 1, 1871; the consideration being an annual rental of \$786,795, payable in quarterly installments on the first days of March, June, September, and December, and the payments of interest, sinking fund, lease of track of Pittsburgh, Fort Wayne, and Chicago Railway; and, in addition, \$10,000 per annum to maintain and preserve the corporate organization of the company.

An increase of capital stock of \$3,411,551 (see annual report to Commissioner, June 30, 1872) was made under the provisions of the lease, by capitalization at the rate of 112.85 per cent. of the old stock, making the amount \$11,250,854, which, at 7 per cent., equals 10 per cent. on old stock. No stock was issued for sale, and no money was realized.

CLEVELAND, TUSCARAWAS VALLEY, AND WHEELING RAILWAY COMPANY.

The Lake Shore and Tuscarawas Valley Railway Company organized by filing the required certificate with the Secretary of State July 2, 1870 (Record of Incorporations, No. 7, p. 116), to build a road from, at, or near Berea to Mill township, Tuscarawas county, on the line of the Pittsburgh, Cincinnati, and St. Louis Railway, with a branch from Elyria to a convenient point on the main line in Medina county. The road was constructed from Elyria, via Grafton, to Uhrichsville, and completed August, 1873.

October 31, 1872, the company purchased the road (just completed) of the Elyria and Black River Railway Company, eight miles in length, extending northward from Elyria to Black River Harbor; thus forming a continuous line from its junction with the Pittsburgh, Cincinnati, and St. Louis Railway at Uhrichsville to Lake Erie. The terms of purchase were the assumption of the mortgage bonds of that company, \$180,000, and the issue of \$200,000 of capital stock in exchange for that amount of the stock of the Elyria and Black River Railway Company—a total of \$380,000 in full payment. This sum was reduced (see annual report, 1871) \$12,710.10 by a sale of real estate acquired by the purchase, but not needed by the company; and a reduction in the capital stock of the Elyria and Black River Railway Company assumed of \$19,000, leaving the cost of purchase \$348,189.60.

The Elyria and Black River Railway Company filed its certificate of incorporation with the Secretary of State December 20, 1871 (Record of Incorporations, No. 9, p. 312) to build a railroad from a point in the navigable waters of Black river, in the township of that name, to Elyria, all within Lorain county.

March 5, 1873, the Lake Shore and Tuscarawas Valley Railway Company filed a supplementary certificate (Record, No. 12, p. 133) to extend its line from the southern terminus selected to and into Washington township, Harrison county.

Owing to failure to pay July, 1874, interest coupons, suit was immediately brought for foreclosure of the first mortgage in the United States Circuit Court of the Northern District of Ohio at Cleveland, and Mr. E. B. Thomas was appointed receiver. Under suit brought for the foreclosure of the second mortgage, the said court ordered the sale of the entire property of the company on January 26, 1875, to be made subject to the first mortgage of \$2,000,000, and the mortgage of \$180,000 on the section from Elyria to Black river, payable in cash, second mortgage bonds or overdue coupons.

The sale was made at date specified, in terms of order, to Selah Chamberlain—the real estate for \$875,000 and the personal property \$425,000, a total of \$1,000,000—and confirmed by the Court January 27th. A deed, bearing date January 30, 1875, was made by N. B. Prentice, Marshal of the United States Circuit Court of the Northern

District of Ohio, and special master commissioner, to the said purchaser, and by deed of same date Selah Chamberlain and Arabella, his wife, conveyed to Amasa Stone, Jr., Robert L. Chamberlain, and Ebenezer B. Thomas, of Cleveland, Clement Russell, of Massillon, and Edward Kent, of New York City, the right of way, road-bed, superstructures, buildings, rolling-stock, supplies, lands and grounds, and all property and appurtenances of every name and nature owned by the Lake Shore and Tuscarawas Valley Railway Company, or connected with or procured therefor, or for the use of said railroad or for its benefit wherever situated, together with all corporate rights and franchises of said company to be and act as a corporation: subject to a first deed of trust to the Union Trust Company of New York, to a deed of trust or mortgage made by the Elyria and Black River Railway Company to Worthy S. Streator as trustee, and to any unpaid claims existing in behalf of any vendor for real estate sold to said company, or any right of way or land taken for the same from any person or corporation, and for fences taken and appropriated by said company.

February 5, 1875, the Cleveland, Tuscarawas Valley, and Wheeling Railway Company filed its certificate of incorporation with the Secretary of State (Record, No. 14, p. 495) organizing as purchasers, after judicial sale, of the railroad, rights of way, property, and franchises formerly owned by the Lake Shore and Tuscarawas Valley Railway Company, for the purposes of holding and enjoying, as such corporation, all the rights, powers, privileges, and franchises to which it may be entitled under act of May 7, 1869 (36 O. L., 334), and other statutes of Ohio provided and in force in like cases.

COLUMBUS, CHICAGO AND INDIANA CENTRAL RAILWAY COMPANY.

The Columbus, Piqua and Indiana Railroad Company, which was chartered by an act passed February 23, 1849 (47 O. L., 155), vested with all the rights, privileges, powers and franchises, and subject to all the restrictions of the act regulating railroad companies, passed February 11, 1848 (46 O. L., 40, and S. & C., 271), "except so far as the same may be modified by the provisions of this act," proceeded to construct a road from Columbus via Urbana and Piqua to Union City, on the State line between Ohio and Indiana.

But the company failing to meet its liabilities, on the 17th of June, 1855, George S. Coe, trustee of one of the mortgages, filed in the Common Pleas Court of Franklin county a petition for foreclosure of the mortgage and sale of the road: and on the 23d of June the court appointed two receivers, who were placed in charge, with authority to operate the road for the benefit of all parties interested.

In the meantime, a plan of reorganization and a capitalization of the stock and debts, which included a sale of the road, property, franchises and privileges of the company, being agreed upon by the holders of over two-thirds interest therein, was presented to and accepted by the court, and included in the record of the proceedings in the case. An order for a sale in accordance therewith was issued on the 24th of June, 1863, to the special master commissioner, who, as authorized, sold the said property for \$500,000, the minimum price fixed by the court, to three trustees—they purchasing for the benefit of the parties to the plan of reorganization.

On the 20th of November following, the court approved and confirmed the proceedings and sale made, and, finding that the proposed reorganization of the company had been made under the name of the Columbus and Indianapolis Railroad Company, and in accordance with the provisions of an act passed April 11, 1861 (58 O. L., 70), ordered the said special master commissioner to execute and deliver to the company so reorganized a deed in fee simple for the property, rights, privileges, and franchises thus sold and purchased in trust for the purposes specified; and that the purchase money be paid

over to the special master commissioner for distribution, according to the orders of the court. All of which being done and performed according to said orders, was approved and confirmed.

October 31, 1863, a certificate of reorganization of the company was filed in the office of the Secretary of State. (Record of Incorporations No. 1, page 201.)

Under authority of the provisions of section 24 of the act of May 1, 1852, "to provide for the creation and regulation of incorporated companies in the State of Ohio," an agreement was made June 29, 1864, with the Richmond and Covington Railroad Company, duly ratified by the stockholders of each company, under which the latter sold, September 5, 1864, its road from Bradford Junction to the Indiana State line, 32.29 miles in length, with all its privileges and appurtenances, to the Columbus and Indianapolis Railroad Company; the purchaser, as consideration therefor, assuming the payment of principal and interest of bonds to the amount of \$250,000, bearing date June 24, 1862, and of other bonds to the amount of \$106,000, bearing date March 1, 1864, issued by the Richmond and Covington Railroad Company, and to pay the same according to the tenor thereof, and satisfy and discharge the mortgages executed to secure the payment, and to pay the balance of purchase money (\$644,000 in all) in stock of the Columbus and Indianapolis Railroad Company, at par value of \$50 per share, the purchaser assuming also all the liabilities of the Richmond and Covington Railroad Company for right of way, etc.

The Richmond and Covington Railroad Company was incorporated by filing the required certificate of organization in the office of Secretary of State March 12, 1862 (Record No. 2, page 110), which sets forth the railroad to be constructed as "from a stake in the track of the Columbus, Piqua and Indiana Railroad, on land of John Sowers, in Newberry township, Miami county, through the counties of Miami, Darke and Preble, to the State line of the State of Indiana." The road was constructed, the company selling and transferring it as before named September 5, 1864, to the Columbus and Indianapolis Railroad Company.

October 17, 1864, was filed with the Secretary of State of Ohio (Record of Incorporations No. 2, page 305)—[filed October 19, 1864, with Secretary of State of Indiana]—articles entered into August 10, 1864, between the Columbus and Indianapolis Railroad Company, of Ohio, and the Indiana Central Railway Company, of Indiana—duly ratified subsequently by the stockholders of each—by which, under the laws of Ohio and Indiana, the two companies consolidated under the name of the *Columbus and Indianapolis Central Railway Company*.

The Indiana Central Railway Company of Indiana—one of the parties named—originated in an act passed January 26, 1847, by the Legislature of Indiana, chartering the Terre Haute and Richmond Railroad Company, with power to construct a road from the western boundary of that State, via Terre Haute and Indianapolis, to Richmond. In addition to others of previous dates, on January 20, 1851, an amendatory act was passed terminating the road at Indianapolis, and releasing the company from the construction of any portion east of that point. This act further created the directors elected by stockholders, east of Indianapolis, and such stockholders a body corporate under the name of the *Indiana Central Railway Company*, with authority to construct said road in the general direction of, but so as not to interfere with, the National Road, from Indianapolis east to the State line dividing Indiana and Ohio; the company to be subject to the provisions, etc., of the act incorporating the Terre Haute and Richmond Railroad Company, and the amendments thereto, so far as the same may be in force.

Under authority thus conferred, the road was built on the line, and with termini prescribed.

September 10, 1867, was filed in the office of the Secretary of State of Ohio (Record No. 4, page 468), a certified copy of articles of agreement, dated June 28, 1867, by and between the Columbus and Indianapolis Central Railway Company, the Union and Logansport Railroad Company, and the Toledo, Logansport and Burlington Railway Company, to consolidate under the corporate name of the *Columbus and Indiana Central Railway Company*—the roads of the several companies forming a continuous line from Columbus, Ohio, to the boundary line between Indiana and Illinois.

The Union and Logansport Railroad Company was incorporated by filing a certified copy of its articles of association in office of Secretary of State of Indiana January 5, 1863, to build a road, commencing at the State line, in the town of Union, Randolph county, to Logansport, to pass in and through the counties of Randolph, Jay, Blackford, Grant, Miami and Cass, its length to be about ninety-three miles.

The Toledo, Logansport and Burlington Railway Company was originally incorporated as the *Logansport and Pacific Railroad Company*, filing its articles of association with the Secretary of State of Indiana May 5, 1853, to build a road from Logansport through the counties of Cass, White and Jasper, via Monticello, in the general direction of Middleport, Illinois, to the west line of Indiana.

By resolution of the Board of Directors its name was changed May 7, 1853, to *Logansport and Pacific Railway Company*, which was changed September 12, 1854, to *Logansport, Peoria and Burlington Railway Company*, and this again June 11, 1858, to Toledo, Logansport and Burlington Railroad Company. The road was built in 1859, and opened for business January 1, 1860.

Default having been made in the payment of interest on the mortgage bonds issued by this company, in December, 1860, suit of foreclosure was commenced by holders of the second mortgage bonds, but by an agreement with the stockholders and creditors a new organization was formed, by which the second mortgage bonds were capitalized as preferred stock, common stock issued for that of the old company, and the floating debt paid off; the new company filing a certified copy of its articles of association and reorganization with the Secretary of State of Indiana September 25, 1862, which recited that pursuant to a decree of foreclosure granted by the United States Circuit Court for the District of Indiana May 29, 1862, on the 10th of July, 1862, the railroad of the Toledo, Logansport and Burlington Railroad Company, extending from Logansport westward, through the counties of Cass, White, Jasper and Newton, to the west line of the State of Indiana, with all appurtenances, franchises, etc., was sold at public auction, and purchased by certain persons named, through their trustee; that said trustee, in discharge of said trust, conveyed said property and franchises on the 31st of July, 1862; and that said purchasers, on the 22d day of September, 1862, constituted themselves a corporation, by the name of the *Toledo, Logansport and Burlington Railway Company*, organizing under the original charter, with all the rights, etc., of said original company.

Under an agreement of December 4, 1867, subsequently ratified by stockholders of the companies parties thereto, the Columbus and Indiana Central Railway Company, of Ohio and Indiana, and the Chicago and Great Eastern Railway Company, of Indiana and Illinois, consolidated under the corporate name of the *Columbus, Chicago and Indiana Central Railway Company*, filing certificates as follows: In office of Secretary of State of Ohio February 11, 1868 (Record of Incorporations No. 5, p. 51), with Secretary of State of Indiana February 12, 1868, and with Secretary of State of Illinois February 11, 1868.

The Chicago and Great Eastern Railway Company, party thereto, was the result of several previous consolidations, embracing four original corporations:

First. The Galena and Illinois River Railroad Company, incorporated February 18,

1857, by the State of Illinois, with power to construct a road from Galena to a point to be located in township 35 E., R. 13 of third principal meridian, and authorized to consolidate with other companies in Illinois or other States. This company only built a road from boundary line between Illinois and Indiana to Chicago, twenty-seven and one-half miles.

Second. The Chicago and Great Eastern Railway Company, which was incorporated under the laws of Indiana (certificate filed with the Indiana Secretary of State June 19, 1863), to construct a road from Logansport northwesterly, through the counties of Cass, Pulaski, Stark, La Porte, Porter, and Lake, to the eastern boundary line of Illinois, about eighty-six miles.

Third. A consolidation of these two companies was effected under acts of the Indiana Legislature, February 23, 1853 (G. and H. Statutes of Indiana, Vol. 1, p. 526), and of Illinois, February 28, 1851 (Laws of Illinois, 1851, p. 9), assuming the name of the latter, the *Chicago and Great Eastern Railway Company*, thus forming a continuous line from Logansport to Chicago. Certificates thereof were filed October 30, 1863, with the respective Secretaries of State of Indiana and Illinois.

Fourth. The Chicago and Cincinnati Railroad Company was organized, filing certified copy of articles of association with the Secretary of State of Indiana September 25, 1857, to construct a road from Logansport to a point on the Pittsburgh, Fort Wayne and Chicago Railway at or near Valparaiso.

Fifth. By agreement dated January 25, 1865, under the laws of Illinois and Indiana, the Chicago and Great Eastern Railway Company, of Illinois and Indiana, and the Chicago and Cincinnati Railroad Company formed a consolidated company, which retained as its corporate name the *Chicago and Great Eastern Railway Company*. (Articles filed with the Secretary of State of Indiana July 1, 1867.)

Sixth. July 10, 1860, was filed with the Secretary of State of Indiana certificate of organization of the Cincinnati and Chicago Air Line Railroad Company, formed by parties who, under the decree of the United States Circuit Court of Indiana for foreclosure of mortgage, purchased April 28, 1860, at a sale by public auction, the Cincinnati, Logansport and Chicago Railway, extending from Richmond to Logansport.

Seventh. This last named company was consolidated January 25, 1865, under the laws of Illinois and Indiana, with the Chicago and Great Eastern Railway Company, the consolidated company assuming as its corporate name the Chicago and Great Eastern Railway Company. This company, under agreement of December 1, 1867, subsequently approved by vote of its stockholders—articles filed in the office of the Secretary of State of Ohio February 12, 1868 (Record of Incorporations No. 5, p. 54), with the Secretary of Indiana February 12, and of Illinois February 11, became consolidated with the Columbus and Indiana Central Railway Company of Ohio and Indiana, the new company taking the name of the *Columbus, Chicago and Indiana Central Railway Company*.

January 22, 1869, this—the Columbus, Chicago and Indiana Central Railway—company entered into a contract, to take effect February 1, 1869, whereby it leased its entire railway, with all its property, appurtenances, equipments, franchises, etc., etc., for the term of ninety-nine years, renewable forever, and assigned all its contracts to the Pittsburgh, Cincinnati and St. Louis Railway Company and the Pennsylvania Railroad Company, the latter guaranteeing the faithful performance of the covenants and agreements made by the Pittsburgh, Cincinnati and St. Louis Railway Company.

Lessee to keep, maintain, and preserve said road in good working condition as a first-class railroad; to maintain in good repair and condition all its rolling-stock, fixtures, etc., during the term of the lease, and to pay 30 per cent. of the surplus remaining of

the gross earnings, after paying from the same all taxes and assessments on the property thereby demised, to the lessor, for the payment of interest on its bonded indebtedness; said lessee guaranteeing the payment of said interest, should the said 30 per cent. prove insufficient.

The lessee also agrees to provide an annual sinking fund, as required of the Columbus, Chicago and Indiana Central Railway Company, for the purpose of redeeming its bonds.

Since the date named, the road has been operated by the Pittsburgh, Cincinnati and St. Louis Railway Company as part of its line.

COLUMBUS AND HOCKING VALLEY RAILROAD COMPANY.

This company, originally the *Mineral Railroad Company*, filed its certificate of organization under that name in the office of Secretary of State of Ohio April 14, 1864, (Record of Incorporations, No. 2, p. 244), for the purpose of constructing a road from Columbus to Athens, 76 miles.

June 26, 1867, by decree of the Court of Common Pleas of Franklin county—copy filed in the office of the Secretary of State July 1, 1867 (Record No. 4, p. 380), the name of the company was changed to "*The Columbus and Hocking Valley Railroad Company*."

A branch from Logan, on the main line, to New Straitsville, Perry county, thirteen miles, was built under authority of the general law of May 1, 1852, and the amended 4th section thereof passed March 8, 1865. (62 O. L., 37.)

COLUMBUS, SPRINGFIELD AND CINCINNATI RAILROAD COMPANY.

March 2, 1846 (44 O. L., 271), an act was passed incorporating the *Springfield and Columbus Railroad Company*, which, with amendatory act of February 24, 1848 (43 O. L., 259), was repealed by act of February 16, 1849 (47 O. L., 159), incorporating a company under the same name with power to construct a road from Springfield eastwardly to Columbus, or to intersect the Columbus and Xenia Railroad at London, the company to have all the rights, privileges, etc., and be subject to all the restrictions provided for in the act regulating railroads, passed February 11, 1848 (46 O. L., 40), except that it may organize by the election of directors, as provided by the 7th section of said act, as soon as \$20,000 are subscribed. Under this charter the road was constructed from Springfield to London, 29 miles.

June 1, 1854, the road was leased to the Mad River and Lake Erie (now Cincinnati, Sandusky and Cleveland) Railroad Company for the term of fifteen years, the lessee to stock and run the road, paying out of the proceeds, first, the operating expenses; second, interest on \$150,000 bonds outstanding of the Springfield and Columbus Company, and the balance, if any, to the lessor. The net earnings of the road under the lease being insufficient to pay interest on the bonds, a suit was commenced January 2, 1865, in the United States Circuit Court for the Southern District of Ohio, by Jacob W. Pierce, for foreclosure of the mortgage and sale of the road, and under proceedings had in the case a decree was issued February 5, 1868, for appraisement and sale of the road, appurtenances, fixtures, and entire property, with all the rights and privileges of the company.

At the sale made in pursuance of said order and decree May 8, 1868, by the United States Marshal, the road and property were purchased by Jacob W. Pierce for the sum of \$100,000, and June 19, 1868, the sale was confirmed and a deed ordered to be made to the purchaser, which was duly executed and delivered June 22d following.

May 7, 1869, the *Columbus, Springfield and Cincinnati Railroad Company* filed in the office

of the Secretary of State (Record of Incorporations No. 6, p. 325) its certificate of organization to build a railroad from Columbus to Springfield, passing through the counties of Franklin, Madison, and Clarke.

September 4, 1869, Jacob W. Pierce and wife executed and delivered a deed conveying to this company the railroad and property of the Springfield and Columbus Railroad Company, purchased by him as heretofore stated, the consideration being 5,000 shares (\$250,000) of paid-up stock of the Columbus, Springfield and Cincinnati Railroad Company.

June 28, 1870, this company entered into a contract whereby it leased its entire road, property, and rights to the Cincinnati, Sandusky and Cleveland Railroad Company for a term of ninety-nine years, renewable forever, to take effect July 1, 1870, agreeing to construct and complete for use its line of road between London and Columbus by September 1, 1871, and to have that part of its line between Springfield and London in complete repair, so that regular trains could be run from Springfield to Columbus. The lessor to have the privilege of issuing coupon bonds, secured by deed of trust or mortgage on the road and property, to the amount of \$1,100,000, and to keep and maintain its corporate existence and organization, in order to protect the lessee in the quiet possession of the demised premises. The lessee to maintain, use, and operate the road from Springfield to Columbus, making such improvements, etc., as the business may require, pay all operating expenses, all damages by loss or injury to persons or property, all taxes and assessments, and to so conduct and manage the road as to increase and develop the local business, and in connection with other lines to give said road such share of the general through business of the country as its locality, etc., will permit, earnings from that source to be divided pro rata in proportion to length of line traversed by each company.

The contract provided for a rental to be paid until such time as the road shall be completed and placed in possession of the lessee, and from that date, of 40 per cent. of the gross earnings and income of the road between Springfield and Columbus, in equal quarterly payments, until the aggregate sum thus to be paid shall exceed \$120,000, when the lessee shall only be entitled to receive 50 per cent. of such excess—the lessee guaranteeing that the annual payment shall not be less than \$80,000.

The road is operated by the Cincinnati, Sandusky and Cleveland Railroad Company, and is a part of its line from Columbus, via Springfield, to Sandusky.

COLUMBUS AND TOLEDO RAILROAD COMPANY.

This company filed the certificate of its organization with the Secretary of State May 28, 1872 (Record of Incorporations No. 10, p. 185), to construct a road from Columbus, via Marion, to Toledo, 121.70 miles by the route adopted and surveyed.

By annual report made June 30, no part of the line has been graded; the expenditures are mainly for civil engineering and depot grounds at Toledo. The company are preparing to push the completion vigorously the coming year.

COLUMBUS AND XENIA RAILROAD COMPANY.

This company was chartered March 12, 1841 (42 O. L., 194), with power to construct and maintain a railroad from Columbus to Xenia.

Under the authority of the charter, the amendments thereto of March 8, 1845 (43 O. L., 309), of February 23, 1846 (44 O. L., 157), and the various acts authorizing the company to borrow money, and the counties and towns on its line to subscribe to its capital stock, the road was constructed between the points named, 54.42 miles, and opened for business February, 1850.

Act of February 4, 1848 (46 O. L., 79), authorized the company to construct a road from Columbus to Delaware, and act of March 21, 1850 (48 O. L., 264), to extend its road to Dayton.

November 30, 1853, the company entered into a partnership or union contract with the Little Miami Railroad Company, under which their roads were to be run and worked as one line, the current expenses thereof and of each company, including working and maintenance of roads, rolling stock, etc., and all current interest becoming due by either company on its bonds or other debts, to be paid out of the combined gross earnings, the directors to set apart and appropriate such portion of said gross earnings as may be required to keep up the roads in good condition, or as a sinking fund for the future payment of debts, the residue to be applied, first, to the payment of dividends of the two companies, which are at all times to be an equal per cent. on the stock of each, and made by the concurrent action of the two boards of directors—no dividend to be made by either company without a like one by the other. After paying such dividends, any surplus to be divided between the two companies, or otherwise disposed of by concurrent action of the two boards.

Equipments of every description belonging to the parties, and all purchased or acquired for the use of the two roads, to be owned and held in common, each company owning in the same proportion that its capital stock bears to the aggregate capital of both.

No real estate to be purchased, construction account increased, nor contract or debt created by either company, except by joint consent or action of the two boards of directors.

The capital of neither company to be increased beyond the amounts fixed by charter and amendment—[\$3,000,000 for the Little Miami, and \$1,500,000 for the Columbus and Xenia Company]—without the consent of the other to increase, but at liberty within said limits, so as to bear the same proportion to the other as the amounts above named. And all the earnings and income of each road from any source whatever, arising or accruing to either company, to be added to, and go to make up, the gross earnings of the line.

January 1, 1865, the companies jointly leased the road of the Dayton and Western Railroad Company, extending from Dayton to the Indiana State line, 35 miles, and its interest in the Richmond and Miami Railway from the State line to Richmond, Indiana, 4 miles, and February 4, 1865, purchased at judicial sale the Dayton Xenia and Belpre Railroad, from Xenia to Dayton, 16 miles. [For further particulars of lease, etc., see Little Miami Railroad Company.]

November 30, 1868, the partnership under the union contract of November 30, 1853, was dissolved, the Little Miami Railroad Company taking and working at its own risk and expense the line of road of this company, and the roads owned and leased jointly by them, with their appendages; also taking the joint property, goods and chattels, rights, credits, moneys and effects of the two companies, and assuming to pay all the partnership and other debts and liabilities of each, except the principal of the mortgage debt of this company, and also pay in quarterly payments such a rental, annually, free of all taxes, assessments, etc., as that the stockholders of this company shall receive a dividend of seven per cent. per annum, net, on its capital stock of \$1,786,200; and in event of contingency specified, pay an amount not exceeding one per cent. per annum, net, in addition.

It is understood that the dividends, if any, to the stockholders of the Little Miami Company are to be declared semi-annually, at the meeting of its board of directors held

in the week preceding the last Mondays of May and November in each year, the lessee covenanting not to declare any dividend except from net income and profits accrued or accruing before the time fixed for the payment thereof, and as consideration this company leased all its right, title and estate therein for the term of ninety-nine years, renewable forever; the property thus conveyed being subject to all liens, rents, and covenants heretofore made by each party, or either of them, covenanting only that the lessee shall enjoy the same without interruption or molestation from this company or its successors so long as the said lessee, its successors and assigns, keep and perform the covenants and stipulations hereby provided. \$125,000 of unissued bonds authorized by the mortgage securing the bonded debt of this company were canceled, leaving the amount negotiated and issued \$302,000, no new debt or liability to be created, except to meet any defalcation of lessee in paying debts or liabilities assumed by this agreement.

This company, within reasonable time before maturity of its said outstanding mortgage bonds, at the request and expense of the lessee, to execute and deliver to trustees new 7 per cent. coupon mortgage bonds, of the same tenor and amount (\$302,000) as now outstanding, payable ninety years from September 1, 1890, with interest payable semi-annually, secured by a mortgage or trust deed on the Columbus and Xenia Railroad and its appurtenances, of like tenor as the existing mortgage, and which shall take precedence of this lease, and have a prior lien thereto on said demised premises.

The lessee, at its own expense, to cancel and retire said outstanding mortgage bonds with and by the new ones, this company not being entitled to any of the premiums or chargeable with any losses or expenses accruing thereby; the interest on said mortgage bonds now existing or hereafter to be issued to be paid by the said lessee.

This company reserved for the use of its treasurer the office room, vault, furniture, etc., in its possession, free of charge, and covenants to keep up and maintain its corporate organization, the Little Miami Company agreeing to pay the expenses thereof, but not to exceed the sum of \$2,500 per annum.

December 1, 1869, the Little Miami Railroad Company leased its entire line and branches, equipment, etc., to the Pittsburgh, Cincinnati and St. Louis Railway Company, and the same is now operated by that company as the "Little Miami Division" of its railway. The Pennsylvania Railroad Company is a party to and guarantees the faithful performance of the contract.

DAYTON AND MICHIGAN RAILROAD COMPANY.

This company was chartered March 5, 1854 (39 O. L., 140), with authority to construct a railroad, commencing at or near Dayton, via Sidney, Shelby county, Lima, Allen county, and Toledo, to a point on the Michigan State line, in the direction of Detroit, "entitled to have and enjoy, and are hereby invested with all the rights, privileges and franchises, and be subject to all the restrictions of the act entitled 'an act regulating railroad companies,' passed February 11, 1818 (45 O. L., 40, and S. & C., 271), and the acts amendatory thereto, except so far as the same may be modified by the provisions of this act," and in accordance therewith the road was built from Dayton to Toledo, 109.71 miles.

May 1, 1863, the road, property, etc., of the company, including its rights and interest in a contract with the Cleveland and Toledo Railroad Company for the right of way over and use of bridge, its approaches, etc., across the Maumee River at Toledo, and in contract with the Michigan Southern and Northern Indiana Railroad Company for joint use of certain tracks, depot grounds and passenger and engine-houses, passed, under a perpetual lease, into the hands of the Cincinnati, Hamilton and Dayton Railroad Company, the

lessee assuming the various contracts of this company for elevator, warehouse and other privileges, to hold, maintain and operate the line as a railroad, in connection with its own, as a through line, the same as if actually demised to it.

As consideration, the lessee, after paying taxes, current running expenses, construction and repairs, to pay accruing and past due interest on the mortgage bonds of this company, and for such additional rolling stock as increased business of the road may require; any balance of earnings to go to this company, to be applied as may be required by its board of directors. The lessee also to guarantee the punctual semi-annual payment of the interest coupons attached to \$3,000,000 of the mortgage bonds of this company by indorsement on the bonds.

The foregoing lease was modified June 23, 1870, by providing for the payment by lessee of all debts and liabilities of the Dayton and Michigan Railroad Company, including the obligation to provide and set apart sinking funds for the final payment of its several issues of mortgage bonds; authorizing the issue by the company, with consent of lessee, of preferred stock or other securities, to be used in exchange for or payment of its present outstanding mortgage bonds, in such manner as to protect the unpreferred stockholders; providing for payment by lessee of dividends or interest thereon, and also a dividend of $3\frac{1}{2}$ per cent. per annum, in semi-annual payments, upon the unpreferred stock, etc., in addition to provisions to better protect the interests of the parties to the lease.

The line has been operated since date of the lease by the Cincinnati, Hamilton and Dayton Company.

DAYTON AND UNION RAILROAD COMPANY.

February 25, 1846 (44 O. L., 189), the *Greenville and Miami Railroad Company* was chartered, to "have all the powers and privileges, and be subject to all the restrictions and liabilities contained in the act entitled 'an act to incorporate the Dayton and Western Railroad Company,' passed February 13 [14], 1846," (44. O. L., 93), with authority to construct a railroad from Greenville to a point on the Dayton and Western Railroad, or on the Miami or Miami Extension Canal, to be determined by the directors. By amendatory act of March 23, 1850 (48 O. L., 311), the company was authorized to extend said railroad from Greenville westwardly to the Indiana State line.

Under the charter and amendments thereto, the road was built from Dayton, via Greenville, to Union City; but the company failing to meet its liabilities, August 16, 1861, George S. Coe, as trustee for holders of mortgage bonds of the company, filed a petition in the Circuit Court of the United States for the Southern District of Ohio for the foreclosure of the mortgage and sale of the road. During the progress of the suit (16th of September, 1862), there was filed an agreement for the sale and capitalization of interests, as authorized by act of April 11, 1861 (58 O. L., 70), by which trustees were named and appointed to carry out the objects thereof. Under the further proceedings had in the case, the road, including right of way and all property and rights of every kind appertaining, was sold October 30, 1862, to said trustees for the sum of \$1,000, subject to the first mortgage thereon of \$150,000.

January 5, 1863, the court approved and confirmed the sale, further ordering the master commissioner in the case to make and deliver to the purchasers a deed for the premises thus sold, which was duly complied with.

Under the provisions of the act heretofore named of April 11, 1861, on the 8th of January, 1863, the company reorganized, assuming the name of the *Dayton and Union Railroad Company*. Certificate filed in the office of the Secretary of State January 19, 1863. (Record of Incorporations No. 2, p. 143.)

January 11, 1863, this company leased from the Dayton and Western Railroad Company the permanent use of its line of road between Dayton and Dodson, 15 miles, subordinate to the necessary use thereof by the lessor, for the sum of \$8,000 yearly, payable in monthly installments; conditioning that when the gross receipts of the Dayton and Union Railroad shall exceed \$100,000 per annum, the compensation for the use of track is to be increased at the rate of ten per cent. on all of such excess.

Subsequently this company took up and sold the iron and superstructure of its road between Dayton and Dodson, the track being parallel with that leased from the Dayton and Western Company.

The road was transferred December 23, 1871, to trustees, and is still held and operated under the trusteeship.

EASTERN OHIO RAILROAD.

The Sharon Railroad Company was chartered by act of the Ohio Legislature passed March 2, 1849 (47 O. L., 158), to construct a railroad from Sharon, Morgan county, to a point on the Muskingum River in Washington county, pursuant to the "act regulating railroad companies," passed February 11, 1848 (46 O. L., 40, and S. & C., 271), with power to extend to Marietta in one direction and Cumberland in the other, upon filing certificate of such purpose with the Auditor of State.

A certificate, dated March 1, 1853, of the acceptance by this company of sections 71, 76, 77, 80, 82, and 88 of the "act to provide for the creation and regulating of incorporated companies in the State of Ohio," passed May 1, 1852 (50 O. L., 274, and S. & C., 271), as a part of its charter, was filed in office of Secretary of State. (Record of Incorporations No. 1, p. 160.) On same page is recorded a decree of Guernsey County Common Pleas Court, dated April 4, 1853, which changed termini to Cincinnati and the Ohio River opposite the north-west corner of Virginia, and name to *Pittsburgh, Maysville and Cincinnati Railroad Company*. On page 267 following, a decree of Morgan County Common Pleas Court, dated December 13, 1855, is recorded, which recites that the company's capital being by subscription and certificates issued \$431,350, and \$382,746.27 expended in constructing, extended time for completing ten miles of road to March 2, 1858.

May 5, 1863, a certificate was filed (Record of Incorporations No. 2, p. 276), of incorporation, under the general law, as Pittsburgh, Maysville and Cincinnati Railroad Company, to construct, operate, and maintain a railroad (naming Cincinnati and Steubenville as termini), with power to purchase or lease any road now constructed or being constructed. On petition of the Pittsburgh, Maysville and Cincinnati Railroad Company, reciting \$100,000 as expended and \$25,000 mortgage bonds issued, a final decree of the Morgan County Common Pleas Court at the October term, 1865, changed eastern terminus to New Lisbon, and name to *South-western Railroad Company*.

So far as learned, little or no action was taken, or progress made, up to about 1870, when a petition to foreclose mortgage previously given to secure indebtedness was filed in the Morgan Common Pleas Court, which being granted, the road, etc., was sold, Isaac Morton becoming the purchaser. Morton subsequently made a proposition to sell the property and deed it to trustees of the parties in interest, which was accepted, the result being the organization of the Eastern Ohio Railroad Company, by certificate filed with the Secretary of State March 21, 1871 (Record of Incorporations No. 8, p. 393), specifying New Philadelphia and Pomeroy as termini; the road to pass through the counties of Tuscarawas, Harrison, Guernsey, Muskingum, Noble, Morgan, Perry, Athens, and Meigs.

The new company failing in its efforts to proceed with the construction and complete the road, in February, 1874, W. H. and C. B. Stevens made a lease of that part of the line

between Cumberland and Washington. Guernsey county, 20 miles, upon conditions to complete the same as fast as local donations would allow, and to stock and run it for their own benefit; the railroad company, in order to regain possession of the road thus leased, being required to pay the lessees the amount expended, etc.

Under this lease the Messrs. Stevens, by what local aid they could obtain, completed, by November 1st following, the portion between Cumberland to a connection with the Marietta, Pittsburg and Cleveland Railway, near Pt. Pleasant, $7\frac{1}{2}$ miles, and have since operated it with one locomotive, one coach, and one box-car, making two round trips daily. It is expected that before the close of the coming season, a connection will be reached with the Central Ohio Division of the Baltimore and Ohio Railroad, 4 miles south of Washington.

GALLIPOLIS, McARTHUR AND COLUMBUS RAILROAD COMPANY.

This company filed its certificate of organization with the Secretary of State March 3, 1870 (Record of Incorporations No. 7, p. 191), for the purpose of constructing a railroad from Gallipolis, via McArthur, to Logan, passing through the counties of Gallia, Jackson, Vinton, and Hocking, 62 miles.

A supplementary certificate was filed April 24, 1874 (Record of Incorporations No. 13, p. 480), to change route, by not passing through Jackson county, in order to avoid difficult curves, excessive grades, and frequent and expensive bridging. By the last annual report made to the Commissioner, about 45 miles of the line is graded, but little progress having been made in construction the previous year. The company has also acquired the Vinton Furnace Railroad, 2.34 miles, extending from Vinton Furnace to Vinton Station, on the Marietta and Cincinnati Railroad.

No bonded debt has been created, the expenditures having been mainly made from subscriptions to capital stock along the line.

HARRISON BRANCH RAILROAD COMPANY.

The Harrison Branch Railroad, from Valley Junction to Harrison, seven miles, all in Hamilton county, was built by individuals acting as a partnership, and leased by them to the Cincinnati and Indiana Railroad Company, who operated it as a branch, subsequently transferring it, in connection with its own road, to the Indianapolis, Cincinnati and Lafayette Railroad Company, who retained possession until May 1, 1871, when, as the result of a suit at law, the owners obtained possession and re-leased it to the White-water Valley Railroad Company, who now operate it as a part of its line, as rental paying \$16,000 per year, keeping the road in repair and paying all taxes. The Harrison Branch Railroad Company filed its certificate of organization with the Secretary of State December 6, 1871. (Record of Incorporations No. 9, p. 316.)

IRON RAILROAD COMPANY.

This company was chartered March 7, 1849 (47 O. L., 160), section three providing that "said company shall have all the powers and be subject to all the restrictions and provisions of the act regulating railroad companies," passed February 11, 1848 (46 O. L., 40, and S. & C., 271), with authority to construct a railroad from a point on the Ohio river, in Lawrence county, to the south line of Jackson county, with the right of continuing to the line of the Belpre and Cincinnati (now Marietta and Cincinnati) Railroad. That part of the road built, main line, $12\frac{3}{4}$ miles, and two short branches, a total of $16\frac{1}{2}$ miles, is all in Lawrence county.

LAKE ERIE AND LOUISVILLE RAILWAY COMPANY.

The Fremont and Indiana Railroad Company filed its certificate of organization in

office of Secretary of State of Ohio April 25, 1853 (Record of Incorporations No. 1, p. 89), to build a road from Fremont, via Rome, Seneca county, and Findlay, Hancock county, to the west line of the State of Ohio, in Darke county. The company proceeded to construct and open the road for traffic from Fremont to Findlay, thirty-seven miles, and nearly completed the line to Lima, but becoming insolvent, suit was brought by the bondholders for foreclosure of mortgage and sale of the road. In December, 1861, the road was sold at judicial sale and purchased by creditors, who organized a new company, assuming the name of Fremont, Lima and Union Railroad Company. Certificate filed in office of Secretary of State January 21, 1861. (Record No. 2, p. 103.) This company adopted the route and termini of the Fremont and Indiana Railroad Company, and procured a conveyance of the road constructed by it from the purchasers at judicial sale. February 4, 1865, this company and the Lake Erie and Pacific Railroad Company, of Indiana, filed with the Secretaries of State of Ohio (Record No. 2, p. 439) and Indiana articles of agreement for a consolidation of the two companies under the name of Lake Erie and Louisville Railroad Company, the stockholders of the Lake Erie and Pacific Company to receive, on surrender of their stock, certificates for an equal amount in the consolidated company, and those of the Fremont, Lima and Union Company to receive, in exchange for surrender of its stock held by them, stock certificates for the amount, with an addition of sixty per cent. thereto, to equalize the stock represented by the two companies. This agreement was ratified by the stockholders of the Fremont, Lima and Union Railroad Company January 14th, and by those of the Lake Erie and Pacific January 18th, 1865.

The Lake Erie and Pacific Railroad Company, was incorporated under the law of Indiana, filing its articles of association with the Secretary of State thereof October 6, 1860, to build a road from Rushville, Rush county, to a point on the east line of the county of Randolph, at or near Union, at the southwest terminus of the Fremont and Indiana Railroad, about sixty miles.

August 28, 1866, the consolidated (Lake Erie and Louisville) company entered into an agreement whereby the Cincinnati and Indianapolis Central Railway and the Jeffersonville, Madison and Indianapolis Railroad Companies contracted to construct and operate that part of this company's line of road from Cambridge City to Rushville, twenty and three-fourths miles, upon the basis of an estimate made by the engineer of the Lake Erie and Louisville Company of \$300,000, exclusive of cost of right of way, fencing and gravel bank to be added; the Cincinnati and Indianapolis Central and the Jeffersonville, Madison and Indianapolis Companies to advance such amount of money—estimated at \$20,000—as should be adequate to liquidate the liabilities and incumbrances upon that portion of the road undertaken to be constructed; the proceeds of all subscriptions to the Lake Erie and Louisville Company's stock or otherwise, made to apply to that part of the line, the same being estimated at \$20,000, together with proceeds of any donation or bonus procured along the line of said portion in aid of its construction, to be applied to the payment or reduction of said advance; and this company, in payment for said construction and advance, to issue and deliver to the two companies contracting, as the work progressed or when completed, its bond, secured by mortgage on that part of the road to be so completed, for the amount of said estimate, bearing 7 per cent. interest, payable half-yearly, the principal due January 1, 1900, and when completed they to be entitled to its exclusive possession and use, to keep the same in good repair and pay all taxes thereon; provided, that upon completion by this company of its road northwardly to Union City, it shall have the right to run its trains over that part built by said companies, on terms to be agreed upon between the parties.

On completion of its road to Union City as aforesaid, this company shall at any time have the right to liquidate and satisfy its indebtedness to said companies, by paying them the par value of the principal of the bonds which they may hold or control as owners in their own right: and upon such payment, surrender to be made to this company of the free and full possession of said part of the road in good repair and condition, and unincumbered by any liens created or suffered by said companies, but upon such change of possession they to have the right to run their trains over the same, on just and reasonable terms to be agreed upon.

During the possession and use by said companies of the road to be constructed, after its completion, they jointly and severally agree to pay the interest accruing upon the bonds of this company issued to them, and indemnify it against any interest which may accrue thereon prior to the completion of the work.

Under this agreement the portion of road designated was built, and is used by the two contracting companies.

In March, 1862, the Fremont, Lima and Union Railroad Company executed a mortgage to N. A. Cowdrey, of New York, on all its road, to secure bonds to the amount of \$500,000, on which interest was due and unpaid since January, 1863.

In December, 1866, the Lake Erie and Louisville Railroad Company made a mortgage on that part of its road between Union City and Cambridge City, Indiana, to George T. M. Davis, of New York, to secure bonds to the amount of \$700,000, of which only \$90,000 were negotiated. On fifty-eight of these bonds interest remaining due and unpaid since July 1, 1870, and on the remainder (thirty-two) since January 1, 1871, on the 29th day of March, 1871, the said trustees filed their joint bill to foreclose the mortgages in the Circuit Court of the United States for the Northern District of Ohio and soon thereafter filed auxiliary bill in the Circuit Court of the United States for the District of Indiana. On the 4th day of April, 1871, the Circuit Court of the United States for the Northern District of Ohio appointed L. Q. Rawson receiver, which appointment was soon after made and ratified by the Circuit Court of the United States for the District of Indiana.

On the 31st day of May 1871, the complainants obtained a decree of foreclosure in the Court in Ohio, and on the 1st day of June, 1871, an auxiliary decree in that for Indiana.

The road was sold July 27th, 1871, under the decree—sale confirmed October 18th, 1871; but the property was held in charge of a receiver until January 1st, 1872: the purchase being made by trustees for the benefit of all the bondholders. For that part of the road located in Ohio, extending from Fremont to Union City—The Fremont, Lima and Union Railway Company was organized in November, 1871—certificate filed in office of Secretary of State November 4th—(Record of Incorporations, No. 9, p. 259)—and the property was deeded to them by the trustees December 26th, 1871. For the part located in Indiana a reorganization was effected November 10th, 1871, under name of Lake Erie and Louisville Railway Company, and the two companies were consolidated under the name last given by articles of agreement filed in office of Secretary of State of Ohio, April 12, 1872—(Record No. 10, p. 13.)

The articles of consolidation provide: 1st. Number of directors, nine; four to be residents of Ohio, two of Indiana, the others of the United States. First election of directors, May 3d, 1872—each share of stock in original companies entitled to one vote; all subsequent elections of directors to be at such time and place as may be prescribed by the by-laws of the board. 2d. Directors to elect president and vice-president from their own number, and appoint a secretary, treasurer, chief engineer and other necessary officers. 3d. Capital stock, \$4,000,000; shares, \$50 each. 4th. Stockholders of origina

companies, upon surrender of stock certificates therein, entitled to certificates of stock in the consolidated company. 5th. All rights, franchises, privileges, real estate and all other property of original companies shall pass to consolidated company, it assuming all liabilities of original companies.

That part of the Lake Erie and Louisville Railway lying south of Cambridge City, Indiana, was not sold under the decree of foreclosure; and the company extended its proposed line from Fremont to Sandusky, under act of April 27th, 1872. (69 O. L., 177.) Certificate filed with Secretary of State of Ohio May 17th, 1872—(Record No. 10, p. 128.)

By the foreclosure in 1871 the bonded debt was all canceled. Since the reorganization a first mortgage was executed for \$2,800,000, a portion of the bonds only issued. A second mortgage was also executed for \$1,000,000, of which, in pursuance of agreement in purchase of the road after the judicial sale, \$500,000 was issued for the road in Ohio, and \$90,000 for that part in Indiana.

At date of report June 30, 1873, the road from Fremont to Lima, 67½ miles, was in operation, and September 8, following was opened for business to St. Mary's, a total of 87 miles laid with rail. In addition, 30 miles of the line, from Union City to Cambridge City, Indiana, is graded.

April 25, 1874, the road was placed in hands of a receiver, in a suit brought for the foreclosure of the first mortgage.

LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY COMPANY.

This company, with its line of road owned and operated, is the result of the consolidation of a number of original corporations, and the purchase or lease of the lines of others, in the several States of Michigan, Indiana, Ohio, Illinois, Pennsylvania, and New York.

That first in order, the *Eric and Kalamazoo Railroad Company*, was chartered April 22, 1833, by the Territory of Michigan (Territorial Laws of Michigan, 1833, page 78)—the present boundary line between Ohio and Michigan not having been established—with authority to construct a railroad from Toledo, Ohio (then known as Port Lawrence), via Adrian, to a point on the Kalamazoo river, but the road was only built from Toledo to Adrian, 33 miles.

May 25, 1849, the company leased the road, in perpetuity, to the Michigan Southern Railroad Company at \$15,000 per annum for first five years (commencing August 1, 1849); \$24,000 per annum for the next five, provided road is completed to Laporte, Indiana; then if railroad connection is made to Chicago by August 1, 1854, the rental for the five years following to be \$27,000 per annum, and at the close of said time (August 1, 1859,) to be \$30,000 per annum perpetually, the lessee to pay all taxes in addition to said rental.

The Michigan Southern Railroad Company, of Michigan, the lessee named, was chartered May 9, 1846 (Michigan Laws, act 1846, page 170), authorized to purchase from the State of Michigan all its right, title and interest in and to the Southern Railroad and appurtenances (which was commenced by the State about 1838, but only finished at time of transfer to the Michigan Southern Railroad Company from Monroe to Hillsdale) for the sum of \$500,000; to construct and maintain said railroad from Monroe to Coldwater and Lake Michigan; also from the Lenawee Junction with the Tecumseh Branch to Jackson. By subsequent legislation a variation of the western portion of the road was authorized.

The line was completed from Monroe to a point on the southern line of the State toward Chicago, 126 miles, there connecting with the road of the Northern Indiana Railroad Company from Lenawee Junction to Jackson, 42 miles, and from White Pigeon to Constantine, 4 miles; a total of 172 miles.

The Buffalo and Mississippi Railroad Company was chartered February 6, 1835, by the State of Indiana (Local Laws of Ind., 1835, page 46), authorized to construct a railroad

from the eastern to the western boundary line of the State. By act of February 6, 1837 (Local Laws of Ind., 1837, page 154), the name of the company was changed to the *Northern Indiana Railroad Company*.

Act February 11, 1843 (Indiana Acts, 1843, page 65), authorizes the construction of a railway from Michigan City to LaPorte, or further eastward; and amendatory act of January 15, 1849 (Acts of 1849, page 308), provides for its merger with the Northern Indiana Railroad.

Under authority of the several acts and amendments thereto the road was constructed from the eastern to the western line of the State, 154 miles, and from Elkhart to the northern State line, 17 miles, there connecting with the Michigan Southern Railroad; making a total of 171 miles.

July 11, 1850, the commissioners and directors of the Northern Indiana Railroad Company filed with the Secretary of State of Indiana a statement and certificate of organization, assumption of name, etc.

March 3, 1851 (49 O. L., 439), the State of Ohio incorporated "The Northern Indiana Railroad Company, of Ohio," invested with all the rights, privileges, and franchises, and be subject to all the restrictions of the act entitled 'an act regulating railroad companies,' passed February 11, 1848 [46 O. L., 40, and S. & C., 271], and the acts amendatory thereto, except so far as the same may be modified by this act," authorized to construct a railroad from Toledo to the State line of Indiana, in Williams county, also from Toledo northward in the direction of Monroe, to connect with any other railroad company then or thereafter incorporated in the States of Indiana or Michigan, and consolidate its capital stock with that of such company or companies. Under authority of this charter the road was constructed between the points named, 67 miles, connecting with the Northern Indiana Railroad, of Indiana, and from Toledo to the northern line of the State, 11 miles, forming a portion of the "Detroit, Monroe and Toledo line," making a total of 78 miles.

July 8, 1853, the Northern Indiana Railroad Companies, of Indiana and Ohio, formed a consolidated company, under the name of the *Northern Indiana Railroad Company*.

November 30, 1850, the Northern Indiana and Chicago Railroad Company filed with the Secretary of State of Illinois articles of association, as provided by act of November 5, 1849 (Laws of Ill., 2d session of 1849, page 18), to construct a railroad south-easterly to the State line, to intersect the road of the Western Division of the Buffalo and Mississippi Railroad Company, and proceeded to build the road between the points named—length 13 miles.

March 27, 1855, articles of consolidation, bearing date February 7, 1855, were filed with the Secretary of State of Illinois, by which the Northern Railroad Company, of Ohio and Indiana, the Buffalo and Mississippi Railroad Company, Western Division, of Indiana, and the Northern Indiana and Chicago Railroad Company, of Illinois, were consolidated under the name of the *Northern Indiana Railroad Company*, thus forming a continuous line from Toledo, Ohio, to Chicago, Illinois.

May 1, 1855, articles of agreement dated April 25, 1855, were filed with the Secretary of State of Indiana, by which the Michigan Southern Railroad Company and the Northern Indiana Railroad Company merged and consolidated the stock of their respective companies, and united the two corporations into one, to be known as the *Michigan Southern and Northern Indiana Railroad Company*, the parties thereto having transferred and assigned to it their several railways and all other property, with the franchises, privileges and immunities of the respective companies; the new company assuming, and to provide for and pay, all the debts and liabilities thereof.

April 26, 1855, the articles of association of the Detroit, Monroe and Toledo Railroad Company were filed with the Secretary of State of Michigan, for the purpose of constructing a road from Detroit, via Monroe, to the southern boundary line of the State, in Erie township, Monroe county, to connect with the road constructed under the charter granted by the State of Ohio March 3, 1851, to the Northern Indiana Railroad Company.

July 1, 1856, the road, being under process of construction, was leased to the Michigan Southern and Northern Indiana Railroad Company upon conditions that it shall complete the road, and assume the stock, bonds and interest thereon of this company. The road thus completed from Detroit to the point of intersection named, was 54 miles.

April 12, 1842, the Erie and North-East Railroad Company, of Pennsylvania, was incorporated (Laws of Penn. 1842, page 267), authorized to build a road from Erie to some point on the east boundary line of the township of North-East, in Erie county, and twenty miles was built under the charter and subsequent amendments thereto.

October 13, 1849, the articles of association of the Buffalo and State Line Railroad Company, organized under the provisions of the act of March 27, 1848 (Laws of New York, 1848, chap. 140, p. 221), were filed with the Secretary of State of New York, to construct a railroad from Buffalo to the western State line, to connect with a like road leading through Pennsylvania to Cleveland, Ohio. The length of line built by this company was 68 miles.

March 9, 1867 (Laws of New York, 1867, vol. 1, chap. 66, p. 97), an act was passed authorizing the consolidation of this company with the Erie and North East Railroad Company, and, in pursuance therewith, articles of agreement of the two companies were filed with the Secretary of State of New York, by which they consolidated, taking the name of the *Buffalo and Erie Railroad Company*.

March 2, 1846, the Ohio Legislature passed an act (44 O. L., 284) incorporating the Junction Railroad Company, with authority to construct a railroad from a point to be selected on the Cleveland, Columbus and Cincinnati Railroad, within thirty miles from Cleveland, thence, via Elyria, to intersect the Mad River and Lake Erie Railroad at Bellevue, or such other point as the directors shall choose, and from thence to Fremont; also to construct said road, or a branch thereof, from Elyria, via Sandusky, to Fremont. Section 16 empowers the corporation to "locate and construct branched roads from the main route to other towns or places in the several counties through which said road may pass."

By act passed March 21, 1851 (49 O. L., 483), the company was authorized to extend its road to the west line of the State, route to be determined by directors, subject to provisions of act of incorporation.

March 7, 1850, the Toledo, Norwalk and Cleveland Railroad Company was incorporated (48 O. L., 316) "with all the rights, privileges and franchises, and subject to all the restrictions of act of February 11, 1848 [46 O. L., 40, and S. & C., 271], and the act amendatory thereto [47 O. L., 30, and S. & C., 275], except so far as the same may be modified by this act," with power to construct a road from Toledo, via Norwalk, so as to connect with the Cleveland, Columbus and Cincinnati Railroad at or near Wellington, in Lorain county. Amendatory act of January 20, 1851 (49 O. L., 460), authorized a connection with the Cleveland, Columbus and Cincinnati Railroad at any point thereon within the counties of Huron, Lorain and Cuyahoga, with power to extend the road to Cleveland, with or without making such connection, either by agreement with the Cleveland, Columbus and Cincinnati Railroad Company, or by an independent line.

October 6, 1852, the Port Clinton Railroad Company was organized, under the general law of May, 1852, to construct a road from Sandusky, via Port Clinton, to Toledo, and the building of the road was carried forward in the interest of the Junction Railroad

Company until July 15, 1853, when, under authority given by their charters, the amendments thereto, and the general act of March 3, 1851 (49 O. L., 94 and S. & C., 275), the *Junction* and the *Toledo, Norwalk and Cleveland Railroad* Companies were consolidated, to take effect September 1, 1853, under the name of the *Cleveland and Toledo Railroad Company*.

At that date neither company had completed its line of road, some portions of the consolidated line remaining to be constructed. One provision of the agreement of consolidation was, that the Cleveland and Toledo Railroad Company should occupy, construct, and assume the railroad of the Port Clinton Railroad Company, and accordingly, October 28, 1853, a lease was executed by that company devising to the Cleveland and Toledo Railroad Company, for the term of 99 years, renewable forever, the use and enjoyment of its road and franchises; in consideration thereof, the lessee to pay the taxes, assume the debts, finish the road—so operating and managing the same as not to forfeit said franchises and corporate rights of the Port Clinton Railroad Company—and also to pay to its stockholders, on payment of their subscriptions, such dividends as the holder of a like amount of stock in the Cleveland and Toledo Railroad would be entitled to receive. The road constructed under these charters, and by the consolidated Cleveland and Toledo Railroad Company now operated, extends from Cleveland to Toledo, 113 miles; Elyria to Sandusky, 35, and from Clay Junction to Oak Harbor, 15; a total of 163 miles.

In accordance with the provisions and by authority of an act passed, approved April 27, 1844, by the Legislature of Pennsylvania (Laws of Penna., 1844, p. 471), the Governor issued a charter May 21, 1844, to and incorporating the Franklin Canal Company, and providing that the Franklin division of the Pennsylvania canal, from the aqueduct over French Creek, on French Creek Feeder, to the mouth of said creek, shall be vested in the company, prescribing to it certain duties, etc., and providing for the resumption by the Commonwealth of said canal under stipulated conditions.

An act was passed (Laws of Penna., of 1849, appendix p. 765, approved April 9, 1849) giving the company authority to construct a railroad, if deemed most expedient, and to use the grading line or towing-path of said canal as the bed of the road; providing that if the company shall increase its capital stock to the amount of \$500,000 it shall have the privilege of extending from the north end to Lake Erie and from the south end to Pittsburgh; such road, if built, to be subject to provisions and restrictions of "act regulating railroad companies," passed February 19, 1849. (Laws of Penna., 1849, p. 79.)

In accordance therewith, July 5, 1849, the company regularly organized, increased its capital stock to the sum specified, and caused an independent line for the road between Erie and the west line of the State to be surveyed, located and constructed, running parallel to the lake shore, forming a portion of a line from Erie to Cleveland, designated as the "*Erie and Cleveland Railroad*," 25½ miles in length.

The Legislature of Pennsylvania passed an act, approved January 28, 1854 (Laws of Penn., 1854, p. 18), which—on the grounds that in building said railroad the company had acted without authority, and transcended its corporate powers—forever rescinded and utterly annulled all the rights and privileges theretofore granted to said Franklin Canal Company, and provided for the taking possession of the road, and appointment of suitable persons to superintend the operation thereof by the Governor.

The Legislature of Ohio passed, February 18, 1848 (46 O. L., 184), an act incorporating the Cleveland, Painesville and Ashtabula Railroad Company, subject to the provisions and restrictions of the "act regulating railroad companies," passed February 11, 1848 (46 O. L., 40), with authority to construct a railroad from Cleveland, via Painesville, to

some point on the Pennsylvania State line, in the county of Ashtabula, with power to connect with any railroad incorporated by the State of Pennsylvania, and to continue the road into said State to any point authorized by its General Assembly. Under this charter 70 miles of road was constructed.

The Legislature of Pennsylvania passed an act, approved May 5, 1854 (Laws of Penn., 1854, p. 588), authorizing the Cleveland, Painesville and Ashtabula Railroad Company, under its act of incorporation and a supplemental act of December 10, 1850 (49 O. L., 489), to construct and use a railroad between the city of Erie and on or along the Franklin Canal Railroad, to a point on the State line of Ohio, where it may connect with the Cleveland, Painesville and Ashtabula Railroad, subject to the "act regulating railroad companies," passed February 19, 1849. The company was also authorized and required to purchase—the Franklin Canal Company being authorized to sell the same thereto—the railroad of the Franklin Canal Company from Erie to the State line, with its appurtenances, etc., and any shares of stock of that company, at par, pay the principal and interest on its bonds according to the tenor thereof, and thereafter the Cleveland, Painesville and Ashtabula Railroad Company may own, use and occupy said road and property; providing it shall make certain connection between its road and that of the Sunbury and Erie Railroad Company, at or near Erie, and shall exchange \$500,000 of its bonds for a like amount of the stock of that company, etc. The purchase was made in accordance with provisions named, thus extending the line of the Cleveland, Painesville and Ashtabula Company to Erie, Pennsylvania.

The construction of a branch from Ashtabula, on the main line, to Jamestown, Pennsylvania, 36 miles, was commenced, and March 21, 1864, the company leased, for the term of twenty years, the road of the Jamestown and Franklin Railroad Company, extending from Jamestown (where it connects with the Ashtabula branch) to Oil City, Pennsylvania, 51 miles, paying therefor 40 per cent. of its earnings.

The Jamestown and Franklin Railroad Company was incorporated by the Legislature of Pennsylvania by act of April 5, 1862 (Laws of Penn., 1862—appendix, p. 653), authorized to build a road from Jamestown, Mercer county, to Franklin, Venango county, to connect the same with other railroads then or thereafter constructed, at either end, or any intermediate point, and to purchase, finish, equip and use any unfinished railroad within the counties of Mercer and Venango.

By act of March 9, 1863 (Laws of Penn., 1863, p. 587), the company was authorized to purchase and hold in fee simple, or to lease, coal and mineral lands and rights, with their appurtenances, in Mercer and Venango counties, or either of them, not exceeding 5,000 acres; to mortgage, sell, lease or otherwise dispose of the same, and to open mines, etc. Also, to construct, equip and work branch or lateral railroads, not exceeding ten miles in length, from any part of its road, with all the powers, etc., contained in its original charter; provided, that no such branch or lateral road shall be extended north of French or to Oil Creek.

Act of April 19, 1864 (Laws of Penna., 1864, page 495), authorized the company to extend its road to the village of Laytonia, Cranberry township, Venango county, provided the gauge shall not exceed 4 feet 10 inches.

October 8, 1867, a lease was concluded by the Cleveland, Painesville and Ashtabula Company for the road of the Cleveland and Toledo Railroad Company.

By decree of the Court of Common Pleas of Cuyahoga county, of June 17, 1868, the name of the Cleveland, Painesville and Ashtabula Railroad Company was changed to the *Lake Shore Railway Company*, and a certificate thereof filed with the Secretary of State June 22, 1868 (Record of Incorporations No. 5, p. 385). An act was passed by the

Legislature of Pennsylvania, March 31, 1868 (Laws of 1868, p. 524), authorizing the above change of name, and requiring a certificate thereof filed in the office of the Secretary of the Commonwealth of Pennsylvania, which was duly complied with.

Under agreement bearing date February 11, 1869, duly ratified by the stockholders of the respective companies March 19, 1869, filed with the Secretary of State of Ohio, April 6, 1869 (Record No. 6, p. 189), the Cleveland and Toledo Railroad and the Lake Shore Railway Companies were consolidated, under provisions of act March 3, 1851 (49 O. L., 94; S. & C., 271), taking the name of the "*Lake Shore Railway Company*"—the rights, franchises, privileges, real estate, and all other property of each to pass to, be held, owned and controlled by the consolidated company; and all debts, guaranties, liabilities and obligations existing against either of the companies, to be assumed, provided for and paid, and all contracts and agreements made by either, to be carried out and performed by the consolidated company. The capital stock of the two companies having been equalized in value under the provisions of the lease made October 8, 1867, between them, the issue of stock in the consolidated company to be equal.

By articles dated April 6, 1869, duly ratified by the stockholders of the two companies parties thereto May 8, 1869, and filed in the office of the Secretary of State of Ohio May 27, 1869 (Record No. 6, page 377), the Lake Shore Railway Company and the Michigan Southern and Northern Indiana Railroad Company consolidated under the name of *The Lake Shore and Michigan Southern Railway Company* (certificates also filed in Pennsylvania, Indiana, Illinois, and Michigan.) Stipulation by the Lake Shore Company that the whole amount of its stock is \$15,000,000, its indebtedness in bonds issued not exceeding \$6,600,000; by the Michigan Southern and Northern Indiana Company that its whole amount of stock is \$12,125,600, and its indebtedness in bonds issued does not exceed \$8,876,580. Holders of shares of stock in either company, upon surrender of certificates, to be entitled to an equal amount in the consolidated company. The rights, franchises, property and just debts of, and liabilities existing against said companies, severally, to vest in and be assumed by the consolidated company.

August 16, 1869, a certificate was filed with the Secretary of State of Ohio (Record No. 6, page 505) of an agreement between the Buffalo and Erie Railroad Company and the Lake Shore and Michigan Southern Railway Company, dated June 22, 1869, ratified by stockholders of the two companies August 10th, by which they consolidated and formed one corporation, to be known as *The Lake Shore and Michigan Southern Railway Company*. Certificates also filed in New York, Pennsylvania, Indiana, Illinois and Michigan. It provided that no difference should be made in the relative value of the capital stock of the original companies, and that upon surrender and cancellation of the old certificates thereof by stockholders in either, stock should be issued therefor in the consolidated company. It stipulated that the stock of the Buffalo and Erie Company outstanding was \$6,000,000 and no more, and its indebtedness in bonds outstanding did not exceed \$4,000,000; that the stock of the other company was \$27,425,600 and no more, and its indebtedness in bonds outstanding did not exceed \$15,476,580; that upon perfecting the agreement, its adoption and ratification by the stockholders of the respective companies, and filing copies as required by law, the parties thereto should be one corporation under the name designated; and that all the rights, powers, privileges, franchises and property of every description, and all debts due, claims, etc., of the respective companies should pass to and vest in the consolidated company. All debts, mortgage liens, contracts, rights and franchises of the separate organizations to be preserved and maintained, and pass to and be vested in and protected and assumed by the new company.

April 3, 1848, the St. Joseph Valley Railroad Company was chartered by the State of Michigan. (Act No. 199, Laws of Mich., 1848, p. 278.)

Under provisions of "act to provide for the incorporation of railroad companies," approved February 12, 1855 (Laws of Mich., 1855, p. 153), the Schoolcraft and Three Rivers Railroad Company was incorporated by filing articles of association June 6, 1855, in the office of the Secretary of State of Michigan, and the Kalamazoo and Schoolcraft Railroad Company by articles filed June 9, 1866.

August 14, 1869, the St. Joseph Valley Railroad Company transferred by deed and bill of sale (copy filed with Secretary of State) its entire road and property, with all its right, title and interest thereto, to the Schoolcraft and Three Rivers Railroad Company, and on the same date the latter named company and the Kalamazoo and Schoolcraft Railroad Company were consolidated, under the name of the *Kalamazoo and White Pigeon Railroad Company*, which, on the 1st of October, 1869, effected a lease in perpetuity of the road to the Lake Shore and Michigan Southern Railway Company, the lessee assuming the payment of the interest on its funded debt of \$600,000, being \$44,000 per annum, and purchasing its equipment at a valuation. The capital stock is now entirely owned by the Lake Shore and Michigan Southern Company. The road is thirty-seven miles in length.

On the same date, the Lake Shore and Michigan Southern Railway Company leased, also in perpetuity, the road of the Kalamazoo, Allegan and Grand Rapids Railroad Company, assuming payment of the interest on its funded debt of \$840,000, and of six per cent. per annum on its capital stock of \$610,000, a total of \$103,800 per annum, and purchasing its equipment at a valuation. Its length is fifty-eight miles.

The origin of the Kalamazoo, Allegan and Grand Rapids Railroad Company was the incorporation, under the provisions of the general railroad law, as amended March 19, 1867 (Laws of Mich., 1867, p. 90), of the Kalamazoo and Allegan Railroad Company, June 19, 1867, and of the Kalamazoo and Grand Rapids Railroad Company, January 3, 1868, by filing the required articles of association with the Secretary of State.

June 3, 1868, the two companies were consolidated under the name of the Kalamazoo, Allegan and Grand Rapids Railroad Company.

The Lake Shore and Michigan Southern Railway Company controls and operates the Northern Central Michigan Railroad, which was opened during the year 1872, from Jonesville, seventy miles west of Toledo, on their main line, to Lausling, a distance of sixty miles.

Under a contract this company has the right to use the track of the Cleveland, Columbus, Cincinnati and Indianapolis Railway between Cleveland and Berea, twelve miles, for all passenger trains, at an annual rental of \$42,000 for sixty trains per week; for any trains beyond that number, \$8 per train.

The company has leased for the term of twenty-five years from May 1, 1873, the Mahoning Coal Railroad, extending from Andover, Ohio, on the "Ashtabula Branch," to Youngstown, thirty-eight miles, at an annual rental of 40 per cent. of the gross earnings.

The company now operates 1,175 miles of main line and branches, in addition to 231 miles of double track.

LAWRENCE RAILROAD COMPANY.

The Lawrence Railroad and Transportation Company of Pennsylvania was chartered by act of April 23, 1864 (Laws of Penn., 1864, p. 573), authorized to construct a railroad from Mahoningtown, Lawrence county, to the Ohio State line—8.10 miles—with right to connect with other railroads; also, that it shall have the right to purchase, occupy, and use or lease the Ohio and Pennsylvania Canal.

The Lawrence Railroad and Transportation Company of Ohio filed its certificate of

organization with the Secretary of State June 6, 1864 (Record of Incorporations No. 2, page 265), to construct a road from the line of the Cleveland and Mahoning Railroad, in Youngstown, to the Pennsylvania State line, in Poland township, 9.70 miles, all in Mahoning county.

Under date of June 29, 1865, the Lawrence Railroad and Transportation Companies of Pennsylvania and Ohio entered into articles of agreement, by which they consolidated under the name of the *Lawrence Railroad Company*, which were ratified by stockholders of the Ohio Company June 27, and of the Pennsylvania Company June 29th. Certificate filed with Secretary of State of Ohio August 7, 1875 (Record No. 3, p. 127); also, filed with Secretary of the Commonwealth of Pennsylvania. The estate, property, and franchises of the two companies were held to be of equal relative value in proportion to capital stock then subscribed, and the stockholders of each entitled to as many shares in the new as they held in either or both of the original corporations parties thereto; and all the rights, franchises, property, debts, liabilities, etc., etc., of the two to vest in the consolidated company.

June 21, 1869, the road, etc., of the company was leased for the term of ninety-nine years to the Pittsburgh, Ft. Wayne and Chicago Railway Company, that company covenanting to continuously operate the same during said term; furnish at all times reasonable facilities to the public; keep up and maintain the road and property; make necessary renewals, etc.; pay all taxes, assessments, etc., on the road, property, receipts, and earnings; keep accurate account of the business of the road, and pay to the lessor, monthly, forty per cent. of the gross earnings, stipulating the amount thus paid in any one year shall not be less than \$45,000.

The contract dated June 27, 1869, under which the Pittsburgh, Ft. Wayne and Chicago Railway Company leased its railway and assigned and transferred all its leased lines to the Pennsylvania Railroad Company, included the Lawrence Railroad. That company having sub-let to the Pennsylvania Company, the road is now operated by the latter, in connection with its other lines.

The *Youngstown and Canfield Railroad Company* filed its certificate of incorporation with the Secretary of State of Ohio July 1, 1872 (Record No. 10, page 301), to construct a railroad from a point in the township of Youngstown, on the south side of the Mahoning river, near Hazelton, connecting with the Cleveland and Mahoning Railroad or Lawrence Railroad, to the township of Canfield, to connect with the Niles and New Lisbon Railway at or near the village of Canfield, all in Mahoning county.

By articles dated 23d April, 1873, filed May 26, 1873, with the Secretary of State of Ohio (Record No. 12, p. 372) the Lawrence and the Youngstown and Canfield Railroad Companies consolidated, the corporate name the Lawrence Railroad Company.

LITTLE MIAMI RAILROAD COMPANY.

This company was organized under charter of March 11, 1836 (34 O. L., 404), to construct and maintain a railway from Springfield via Xenia, to Cincinnati. Construction was commenced in 1837, but progressing slowly additional legislation was had, extending time fixed by original charter for completion of road, authorizing the company to borrow money, and cities, towns, and counties along the line to subscribe to its capital stock, etc.; this being found necessary to the success of the enterprise. The road was opened for traffic from Cincinnati to Milford in December, 1842, to Xenia in August, 1843, and to Springfield in August, 1846; length, 84 miles. The track, originally laid with strap-iron, was relaid with T-rail in 1848. November 30, 1853, a partnership contract was made with the Columbus and Xenia Railroad Company, by which the roads of the two

companies were united and worked as one line. [For abstract of terms, etc., see Columbus and Xenia Railroad Company, page 93.]

January 1, 1865, the two companies, in conjunction, leased the road of the Dayton and Western Railroad Company—from Dayton to Indiana State line, 38 miles—and the interest of that company in the Richmond and Miami Railway, from the State line to Richmond, Indiana, 4 miles, for the term of ninety-nine years, renewable forever, with all the property, appurtenances and privileges appertaining, except certain leased premises, (the shop, machinery, etc.), in Dayton; subject to an agreement of lease between the Dayton and Western and the Dayton and Union Railroad Companies, dated January 14, 1863, for the use by the latter in common of the track between Dayton and Dodson, upon certain specified terms and a yearly rental of \$8,000; to a contract with the Cincinnati, Hamilton and Dayton Railroad Company relative to the joint use of tracks of the two companies in Dayton and the bridge over the Great Miami river. The conditions and stipulations thereof, and of the lease by the Dayton and Western Company of the Richmond and Miami Railway hereby assigned, were accepted and assumed by the lessees, they agreeing to carry out and fulfill all of said agreements.

As conditioned by contract for lease, which was a virtual sale by the Dayton and Western Company of its road, property and franchises, that company procured a majority of its capital stock held by individuals, not less than \$155,000 in the aggregate, to be transferred to the said lessees.

The lease is subject to a deed of trust, dated November 1, 1864, made to J. R. Swan, trustee, to secure payment of 738 bonds of \$1,000 each, payable January 1, 1895; and the semi-annual interest thereon, amounting to \$23,515, was assumed by the lessees as the rental to be paid for said property; they also agreeing to indorse and guarantee the payment of the principal and interest of said bonds. The Dayton and Western Railroad Company, upon such payment being made of the principal and interest of said 738 bonds, agrees to convey the railroad and property hereby leased in fee simple to said lessees.

The Dayton and Western Railroad Company was chartered February 14, 1846 (44 O. L., 93), to construct a road from Dayton to a point on the State line between Ohio and Indiana to be selected by the directors. Construction was commenced in July, 1848, and the road opened for business October 11, 1853—38 miles.

January 14, 1863, the company leased to the Dayton and Union Railroad Company the permanent use in common of its track from Dayton to Dodson, 15 miles, subordinate to the necessary use thereof by the lessor, for the sum of \$8,000 yearly, payable in monthly installments, to be supplemented, when the gross earnings of the Dayton and Union Railroad shall exceed \$100,000 per annum, by ten per cent. on all such excess.

Under date of February 4, 1865, the company leased from the Richmond and Miami Railway Company of Indiana, for ninety-nine years from January 1, 1865, renewable forever, the entire control of its road, right of way, buildings, etc., from its western terminus on the line dividing the States of Ohio and Indiana, to the point of junction or switch where its said road diverges and runs to Eaton and Hamilton; also the use of the remaining portion, to its western terminus in the city of Richmond, four miles in all, for the semi-annual payment of \$2,750, payable each first of January and July.

February 4, 1865, the company entered into an agreement to lease to the Little Miami and Columbus and Xenia Railroad Companies, for ninety-nine years from January 1, 1865, renewable forever, its road, property, and privileges, excepting certain leased premises and other property—shop, machinery, tools, etc.—in Dayton, and to procure to be transferred to the lessees a majority of its capital stock, not less than \$155,000 in the aggregate—providing that a contract between the Dayton and Western and Columbus

and Xenia Companies of March 12, 1863, he surrendered and settled up to date of this contract.

The lease is made subject to the contract of lease with the Dayton and Union Railroad Company of January 14, 1863, previously named, for the use of the Dayton and Western track from Dayton to Dodson. Also, of a contract dated May 26, 1864, with the Cincinnati, Hamilton and Dayton Railroad Company, relating to the joint use of tracks of the two companies in Dayton and the bridge over the Great Miami River.

The lease of the Richmond and Miami Railway was also transferred and assigned, the lessees assuming all the stipulations and conditions of the several named contracts of the Dayton and Western Company, and agreeing to carry out the several provisions thereof. The lease is also made subject to a deed of trust dated November 1, 1864, to secure the payment of \$738,000, bonds of the Dayton and Western Railroad Company, due and payable January 1, 1895, the lessees assuming payment of the semi-annual interest thereon as rental for said property, and also agreeing to indorse and guarantee the payment of the principal and interest of said bonds, the company agreeing, upon said full payment thereof and the interest thereon, to convey in fee simple to said lessees the railroad and property thereby leased. The contract for lease was duly ratified by a majority of the stockholders of each company party thereto.

The Dayton, Xenia and Belpre Railroad Company was chartered February 19, 1851 (49 O. L., 432), vested with all the rights, privileges, powers, and franchises, and subject to all the restrictions of "an act regulating railroad companies," passed February 11, 1848 (46 O. L., 40, and S. & C., 271), and the acts amendatory, authorized to construct a railroad from Dayton to Xenia, and thence to intersect with the Belpre and Cincinnati Railroad, in Highland county. Work was commenced in 1852, but only sixteen miles of road was built—Dayton to Xenia. The company became financially embarrassed, and February 4, 1865, the road was sold under a decree of foreclosure to the Little Miami and Columbus and Xenia Railroad Companies, they paying therefor the sum of \$415,000 in the mortgage bonds of the company.

November 30, 1868, the partnership between the Little Miami and the Columbus and Xenia companies was dissolved, and a contract made by which the Columbus and Xenia road, including the interest of that company in above-named branches, was leased to the Little Miami Railroad Company for ninety-nine years, renewable. December 1, 1869, this company leased its road, property, and leased lines for the term of ninety-nine years, renewable forever, to the Pittsburgh, Cincinnati and St. Louis Railway Company, by whom it is now operated, constituting the "Little Miami Division" of that company's line.

In consideration of the assets, rights, and property thus conveyed and demise, it was agreed that the capital stock of this company (now \$3,572,400) may be increased so that the aggregate capital, including that of the Columbus and Xenia Railroad Company (now \$1,786,200), will be \$6,000,000, and the rental paid this company shall be equal to 8 per cent. per annum on that amount of capital stock, making an aggregate of \$480,000 per annum, payable in quarterly installments, this company out of said rental paying the stockholders of the Columbus and Xenia Railroad Company 8 per cent. per annum on its stock as aforesaid, the lessee also assuming payment of all debts and liabilities existing or accruing December 1, 1869; to perform and fulfill all leases, guarantees, contracts, etc., of every kind made by this company prior to said date, except the principal of present and future funded and mortgage debts or renewal thereof, provided for in said contract and lease, and to save this company harmless from all liabilities in the premises; also to pay all taxes and assessments of every kind charged or levied upon

the property thereby demised and sold, upon the rents thereby reserved, upon the capital stock of the Little Miami Railroad Company, upon the dividends declared by it out of said rents to its stockholders, or upon its assets, earnings, or business; the lessee at its own risk and expense, and in its own corporate name, to operate said lines of road, maintaining and keeping the same, with their fences, rolling stock, machinery, etc., in good order, supplying and renewing the same as the business may require.

It is agreed that this company shall, when its bonds, secured by mortgage, amounting to \$1,500,000, and a loan from the city of Cincinnati of \$100,000, become due, at its own expense provide for the principal of the same, either by payment or by the renewal and extension thereof from time to time, by the issue of an equal amount of other bonds of like tenor, bearing 6 per cent. interest, and payable ninety years after date, secured by mortgage upon the railroad of this company and its appurtenances, which shall have prior lien over this lease and agreement, the interest on any such renewal or extension bonds to be a part of the liability assumed and agreed to be paid by the lessee, it being also agreed that in event this company shall pay off or discharge the said bonds, or any of them, the lessee shall pay semi-annually, in addition to the rent hereinbefore named and agreed to be paid, an amount equal to the semi-annual interest on the bonds so paid. All increase and additions of locomotives, real estate, tracks, depots, and other permanent improvements necessary for the traffic of the lines of road hereby leased, or its increase, to be authorized by action of the boards of directors of the two companies, shall be furnished or done by the lessee from its own moneys, and when so purchased or done, this company shall issue in repayment therefor its bonds at par, bearing 7 per cent. interest, to be secured by a mortgage on its road to the said lessee, and which, with any renewals, shall be second in point of lien and priority to the former specified mortgages, and shall also be free from the incumbrance of this lease, the lessee agreeing to pay the interest on all of said bonds and those issued in renewal thereof.

It is agreed and stipulated that the lessee and the Pennsylvania Company, the third party to the lease and contract, shall have the right to have said bonds, or any of them, held by them respectively, exchanged for capital stock of this company at par value thereof, the said bonds to be deemed canceled and paid; or this company agrees to issue, at the option of the lessee, its capital stock at par in repayment as aforesaid, in which event, or in case said bonds have been redeemed and paid in stock, the rent heretofore agreed to be paid shall be increased sufficiently to make a dividend thereon equal to the dividends from said rent to other stockholders. This company not to create any new debt or liability after the taking effect of this lease, except as therein provided, without consent in writing of the Pittsburgh, Cincinnati and St. Louis Railway and Pennsylvania Railroad Companies, and also covenanting to maintain its corporate organization; for that purpose, and to defray the current expenses, the lessee to pay said company, from and after December 1, 1869, the sum of \$5,000 per annum, in quarterly payments.

It is expressly agreed between the several parties thereto that the lease and contract may be assigned and transferred to the Pennsylvania Railroad Company, but to no other party, without the consent in writing of the Little Miami and Pennsylvania Railroad Companies, and the latter company covenants that it will not assign said lease and contract without the written consent thereto by the Little Miami Company.

The Pennsylvania Railroad Company, in consideration of its interest in the through traffic and business of the lines of the road of this company and that of the lessee, and benefits it will derive from the said lease and agreement, and of the demises and assignments made by this company, guarantees to it the performance and fulfillment by the

lessee, its successor and assigns, of all and every of the premises and covenants of the said second party contained in this agreement; and upon notice in writing of any default, the said third party will keep, perform and fulfill the same for and in behalf of the lessee, the second party, its successor and assigns.

THE MAHONING COAL RAILROAD COMPANY

Filed its certificate of organization with the Secretary of State February 25, 1871 (Record of Incorporations No. 8, p. 333), to build a road from Youngstown, Mahoning county, to a point in Brookfield township, Trumbull county—all in said counties; capital, \$70,000. The following specified supplementary certificates have also been filed December 9, 1871 (Record No. 9, p. 320), to construct a branch from a point in the track of the main line in the township of Liberty, Trumbull county, to a point in the township of Andover, Ashtabula county, on the line of the Ashtabula Branch of the Lake Shore and Michigan Southern Railway, 38 miles; and increasing capital stock to \$1,500,000.

August 14, 1872 (Record No. 11, p. 147), to construct branches from the terminus at Youngstown—one to the village of Struthers, in Poland township, Mahoning county; the other south-westerly up the south side of the Mahoning River to the Foster farm, in the township of Youngstown.

July 15, 1873 (Record No. 12, p. 484), to construct two branches in Trumbull county.

The road, 41.58 miles in length, including branches completed, is leased and operated by the Lake Shore and Michigan Southern Railway Company, the lease being for twenty-five years from May 1, 1873, at an annual rental of 40 per cent. of the gross earnings.

MANSFIELD, COLDWATER AND LAKE MICHIGAN RAILROAD COMPANY.

This company filed a certificate of its organization with the Secretary of State of Ohio May 20, 1870 (Record of Incorporations No. 7, p. 355), to build a railroad from Mansfield to a point on the State line between Ohio and Michigan, 18 miles from the north-west corner of Ohio, 123 miles.

By articles bearing date December 28, 1870, ratified and taking effect May 19, 1871, filed in office of Secretary of State of Ohio June 1, 1871 (Record No. 8, p. 563) the Mansfield, Coldwater and Lake Michigan Railway Company, of Ohio, and the Ohio and Michigan Railway Company, of Michigan, were consolidated, taking the name of the *Mansfield, Coldwater and Lake Michigan Railroad Company*. Capital stock, \$4,000,000. Road to extend from Mansfield, Ohio, via Tiffin, to Allegan, Michigan, 223 miles.

The two divisions, Ohio and Michigan, though consolidated, are being constructed independently, under separate contracts and management, by executive committees in each State, but the \$4,460,000 first mortgage bonds issued apply to the entire line.

A contract was entered into July 20, 1871, by which the Pennsylvania Company is, after the road-bed is graded, bridged and tied, and the right of way obtained by this company, to iron the same, build all depots, machine shops, and every thing necessary to a first-class road; for which it is to receive \$4,460,000 of 7 per cent. first mortgage gold bonds, and \$5,000 of common stock in excess of all stock issued to all other parties—the subscription stock to be *preferred*, and to receive a dividend equal to 7 per cent., after expenses and interest on bonds are paid, and a reasonable amount reserved as a sinking fund for the redemption of said bonds, prior to any dividends on common stock—the Pennsylvania Company to equip the road, but to defray the cost from the earnings.

Under provisions of act May 4, 1869 (66 O. L., 83), the city of Toledo contracted with this and the Toledo, Tiffin and Eastern Railroad Company to build the Toledo and Woodville Railroad, and March 18, 1873, leased the same to the said companies for the

term of 999 years; and the road is now, together with that of this company and the Toledo, Tiffin and Eastern Railroad, under lease to the Pennsylvania Company, by whom they are operated in connection with its other lines.

The lessee's report to the commissioner for year ending June 30, 1874, gives 64½ miles as laid with rail in Ohio, of which only 44 are operated, the 24½ miles west of Tiffin not being used at all, and there is also about 10 miles in Michigan finished not in use.

There is nothing being done at present by the Pennsylvania Company or the Mansfield, Coldwater and Lake Michigan to complete the line.

MARIETTA AND CINCINNATI RAILROAD COMPANY.

The history of this company begins with the Belpre and Cincinnati Railroad Company, which was chartered March 8, 1845 ('3 O. L., 280), with power to construct and maintain a railroad with double track from a point on the Ohio River opposite Parkersburg, Virginia, or at Harmar, up the Hocking Valley, via Athens and Chillicothe, to a point on the Little Miami Railroad between Plainville, in Hamilton county, and the mouth of Obannon Creek, in Clermont county.

Section 14 of "an act to amend an act entitled 'an act to incorporate the Franklin and Ohio River Railroad Company,'" passed March 20, 1851 (49 O. L., 480), provided that if certain specified and authorized subscriptions should be made to the capital stock of the Belpre and Cincinnati Railroad Company, and be received and accepted, then and in that case the name shall be changed to that of the "Marietta and Cincinnati Railroad Company." The subscriptions being made, the name was changed as required by the act.

Under the charter and the various amendments and acts passed authorizing counties and towns to subscribe to the capital stock of the company, construction was carried forward, but before completion of the road, the company being unable to meet its obligations and liabilities, suit was brought November 27, 1858, in the Court of Common Pleas of Ross county for foreclosure of the mortgages on the road, which resulted in the appointment of a receiver, and ultimately, January 7, 1860, in the issue of an order for sale of the road and entire property, finished and unfinished, including right of way, etc., of the company; under which the same was purchased by trustees, in behalf of certain creditors and stockholders of the company.

February 24, 1860 (57 O. L., 128), was passed "An act for the relief of the creditors and stockholders of the Marietta and Cincinnati Railroad Company, which—making reference to the insolvency of the company, the decree of the Court of Common Pleas of Ross county for sale of the road, etc., under proceedings by mortgagees thereof, and that in order to preserve to the stockholders and unsecured creditors an interest therein after the sale, it had been agreed by a large majority of the mortgage creditors and the board of directors, acting with express approbation of a majority of the stockholders, that the purchasers at such sale, if made on behalf of the mortgagees, shall hold the property subject to a reorganization of said company upon an agreed basis; and as doubts existed whether such sale would invest the purchasers with the charter and franchises of said company, for the interest of all parties and benefit of the public that said road, after such sale, be maintained and managed under said charter, subject to all rights and liabilities therein provided, and to settle said doubts—enacted that if the sale was made and confirmed as provided in said decree, all the franchises of said company should pass to and vest, together with the charter, in said reorganized company, to hold upon trust the property and franchises thus decreed to be sold, the same to forever re

main exempt from the claims of all creditors and stockholders existing before such sale and reorganization.

The sale was confirmed by the court May 2, 1860, and a deed made as ordered to the purchasers for the property and rights thus sold them, which was duly executed and delivered June 5 following.

While the suit was pending, and previous to the passage of the act named, at a meeting called, a large majority of the stock of the company being represented, a plan for reorganization of the company and an adjustment of its stock and liabilities was agreed upon, an agent appointed, with full power to arrange with holders of stock, third mortgage bonds, and other creditors; the holders of the first and second mortgage bonds conferring the same authority upon an agent to act in concert, to agree upon terms with the stockholders and other creditors. The agents selected united in the plan, a large majority of creditors concurring, which proposed converting the stock and debts of the company into new stock, classed as first preferred, second preferred, and common, the priority of the mortgage liens on the road being thus preserved.

Under this agreement the decree for sale was by common consent entered, the act of February 24, 1860, referred to, passed to aid in consummating the reorganization, and, as heretofore stated, a sale was made of the property to trustees for the benefit of all stockholders and creditors who should, as thus proposed, unite themselves together.

July 31, 1860, a reorganization was effected under the name of "*The Marietta and Cincinnati Railroad Company as reorganized*," which issued its certificates of stock to the several parties entitled thereto in terms of the agreement for capitalization, and proceeded to elect and qualify directors and other officers necessary to maintain the organization and operate the road. The road and property purchased by the trustees was also duly conveyed by them to the new company.

The decision of the Supreme Court of Ohio in the case of *Atkinson and others versus The Marietta and Cincinnati Railroad Company as reorganized*, rendered at December term, 1864 (15 Ohio Reports, p. 36), that "the franchise to be a corporation" did not pass by the sale of the road under the mortgages to the purchasers, and that the act of February 24, 1860, for relief, etc., conferred no corporate powers on such purchasers, being a special act, and thus in contravention of that provision of the Constitution of the State which prohibited thus conferring such powers; but holding, however, that "the purchasers were invested by the sale with the franchise of maintaining, operating, and making profit from the use of the road, according to the grant made to the old company"—created such doubts as to the supposed legal rights of the new company, that a remedy for any defects in them was sought by it in the act of April 4, 1863 (60 O. L., 54), and under which, as the assignee of the purchasers at the judicial sale, and as the company owning the property thus sold, it obtained February 23, 1865, a deed duly executed in accordance with the provisions thereof from the directors of the original Marietta and Cincinnati Railroad Company, conveying to it "the franchise to be a corporation" originally vested in that company.

The Scioto and Hocking Valley Railroad Company was chartered February 20, 1849 (47 O. L., 151), to "have all the powers and be subject to all the restrictions and provisions of the act regulating railroad companies," passed February 11, 1848" (46 O. L., 40, and S. & C., 271), with power to construct a railroad from Portsmouth, on the Ohio river, on the east side of the Scioto river, via Piketon, Chillicothe, Circleville, Lancaster and Amanda (in Fairfield county), to Newark, with power to connect with any other railroad chartered by the laws of Ohio with which such arrangements may be made.

Under this authority, and aided by subsequent acts passed authorizing the commissioners of the different counties on the proposed line of road to subscribe to or purchase the stock of the company, it proceeded in its construction until December 4, 1857, when, being embarrassed and unable to meet its liabilities, a bill was filed in the Common Pleas Court of Perry county by the trustee of one of the mortgages against the company, asking for foreclosure of mortgage and sale of the road. Accordingly a receiver was appointed, who took charge of the road and operated it under the orders of the court.

At the March term, 1863, the court issued an order directing the receiver, as special master commissioner in the case, to cause the entire road, completed or in progress, the right of way and all other property, rights and franchises of the company, except the franchise to be a corporation, including personal property, rolling stock, tools, etc., to be appraised, advertised and sold, but to be subject to a first mortgage lien of \$300,000.

At the May term following, the return of the proceedings had in accordance with said order and the sale, May 19, 1863, of the property specified for the sum of \$411,100, subject to a first mortgage of \$300,000, was by the court approved and confirmed, and further order made that the receiver and special master commissioner execute and deliver to the purchasers a deed in fee simple for the property and privileges so sold by him, which was duly performed January 26, 1864.

On the date last named, the purchasers at the judicial sale entered into an agreement with the Marietta and Cincinnati Railroad Company as reorganized for a sale of so much of the road thus purchased as extended from the track of the Cincinnati, Wilmington and Zanesville Railroad (now Cincinnati and Muskingum Valley Railway), in Perry county, to and into Portsmouth, the consideration to be \$500,000 in the first preferred stock of the company, purchase subject to the aforesaid \$300,000 mortgage. The agreement, being submitted to the stockholders of the Marietta and Cincinnati Company, was approved by vote of more than two-thirds of the stock thereof. The road thus purchased is known as the Portsmouth Branch.

[The remainder of the Scioto and Hocking Valley Railroad, from the track of the Cincinnati, Wilmington and Zanesville road to Newark, was held by said purchasers until sold, September 2, 1869, to the Newark, Somerset and Straitsville Railroad Company.]

March 2, 1846 (44 O. L., 276), the Hillsboro and Cincinnati Railroad Company was chartered to construct and maintain a railway from Hillsboro, by the most practicable route to Cincinnati, or to intersect the Little Miami Railroad at the most eligible point, as said corporators may elect.

Under authority of the charter, amendments thereto, and several acts authorizing county and municipality subscriptions to the capital stock of the company, 37 miles of road was constructed, which was transferred or sold in 1860 to the reorganized Marietta and Cincinnati Railroad Company, under authority of section 24 of the act of May 1, 1852 (50 O. L., 205), "to provide for the creation and regulation of incorporated companies in the State of Ohio," for which (see report of the Marietta and Cincinnati Railroad Company as reorganized, dated February 1, 1862) "the company are to pay about \$40,000 per mile, in shares of the capital stock of the Marietta and Cincinnati Company, of the three classes, at par." Sixteen miles of the railway thus acquired is a part of the main line of the Marietta and Cincinnati, the remaining twenty-one miles a branch from Blanchester to Hillsboro, known as the Hillsboro Branch.

September 13, 1858, the Union Railroad Company filed its certificate of organization with the Secretary of State of Ohio (Record of Incorporations No. 1, p. 474), for the purpose of constructing a railroad, commencing at a point on the Marietta and Cincinnati

Railroad one-half mile west of Scott's Landing Station, to a point on the western shore of the Ohio River in Belpre township, opposite Parkersburg, Virginia, all in the county of Washington.

The Marietta and Cincinnati Railroad Company, soon after its reorganization, entered into a contract with the Union Railroad Company for the purchase of the road of the latter, nine miles in length, thus connecting the Marietta and Cincinnati and the Baltimore and Ohio Railroads at Parkersburg. It is known as the Union Branch.

Terms of purchase: The Marietta and Cincinnati Company to pay about \$40,000 in money and \$25,000 in stock, and assume payment of a mortgage lien of \$60,000. The agreement being assented to by more than two-thirds of the stock of each company, a deed of the property was duly executed August 6, 1863. The sale and purchase was made under the provisions, heretofore referred to, of section 24 of the act of May 1, 1852.

June 1, 1872, that part of the Cincinnati and Baltimore Railway between Cincinnati and Ludlow Grove—5.60 miles, double track—being completed, was opened for use, and its possession transferred on that day under a contract for a perpetual lease to the Marietta and Cincinnati Railroad Company, who thus control and operate it as a part of its line, assuming the maintenance of the road, payment of the principal and interest of the funded debt, and an annual eight per cent. dividend on the capital stock of the Cincinnati and Baltimore Railway Company.

November 15, 1874, the trains of the Marietta and Cincinnati Railroad Company commenced running regularly over the Baltimore Short Line Railway, from Warren's, Athens county, to the west terminus of the Parkersburg bridge, at Belpre, 30 miles. The road, built in the interest of this company, secures easier grades and shortens the line to Baltimore and eastward. As rental, the stock is guaranteed by the Marietta and Cincinnati Company at the rate of 8 per cent., the bonds at 7 per cent. per annum, in addition to \$3,000 for maintenance of the organization.

MARIETTA, PITTSBURG AND CLEVELAND RAILWAY COMPANY.

The Marietta and Pittsburg Railroad Company filed its certificate of organization with the Secretary of State September 29, 1868 (Record of Incorporations No. 5, p. 490). to build a road from Marietta to Dennison, passing through the counties of Washington, Noble, Guernsey, Harrison, and Tuscarawas.

A supplementary certificate was filed August 7, 1872 (Record No. 11, p. 135), to construct branches—

1. From a point on the main line near Liberty township, Guernsey county, to a connection with the Mansfield, Coldwater and Lake Michigan Railroad at Mansfield, passing through the counties of Guernsey, Coshocton, Holmes, Knox, Ashland, and Richland, to be designated the North-west Extension.
2. From the main line at or near Point Pleasant, in Valley township, Guernsey county, via Cumberland, in Spencer township, to a connection with the Marietta and Muskingum Valley Railroad at McConnellsville, passing through the counties of Noble, Muskingum, Guernsey, and Morgan, to be designated the McConnellsville Branch.
3. From a point on the main line in Salem township, Washington county, to a point in Elk township, in the east line of Noble county, near the town of Stafford, in Monroe county, to be designated the East Fork Branch.
4. From a point in Jefferson township, near Dexter Station, in Noble county, up Buffalo Run, in Enoch township, in said county, to be designated Dexter Coal Branch.
5. From a point on the main line in Marietta township, Washington county, through

the city of Marietta, to a connection with the Marietta and Cincinnati Railroad in the town of Hammar, in said county, to be designated the Marietta City Branch.

The road of this company is still in process of construction. At the close of the year ending June 30, 1871, about 25 miles of track had been laid between Marietta and Caldwell, on which, from the previous 23d of March, a passenger and some freight cars were run, attached to a construction train, but no regular trains for business were run until October. On June 30, 1872, about 80 miles of the line had been graded and about 55 miles of track laid, including three miles of sidings, etc. The line from Marietta to Caldwell had been open for transportation of passengers and freight for about nine months at that date, but the traffic was so blended with construction that no attempt was made to show the cost of maintenance and transportation.

At date of report, June 30, 1873, 90 miles were reported as graded, and $83\frac{1}{2}$ miles laid with rail, excluding sidings, 68 miles of which had been operated the previous five months.

A decree of the Washington County Common Pleas Court, at October term, 1873, filed in office of Secretary of State December 9, 1873 (Record No. 13, p. 209), changed the name of the company to Marietta, Pittsburg and Cleveland Railway Company.

June 30, 1874, the company reported the main line from Marietta to Canal Dover as laid with rail, but the earnings and operations appear to have been confined to 68 miles, as in report for previous year. The entire line was in operation during the year closing June 30, 1875, but the traffic was light, and the surplus of net earnings, after paying cost of labor on tunnels and some necessary improvements, but small. Thus situated financially, the damage caused by floods about the first of August, which carried off some of the smaller bridges, washed out culverts and track, doing great injury to embankments and road-bed on about 30 miles of the line, and without the necessary means for restoration, decided the placing of the road and all other property of the company into the hands of a receiver, the better to protect the interests of all concerned. Accordingly General A. J. Warner, the President of the company, was appointed receiver August 5, 1875.

MASSILLON AND CLEVELAND RAILROAD COMPANY.

This company filed its certificate of organization with the Secretary of State of Ohio October 3, 1868 (Record of Incorporations No. 5, p. 498), to construct a railroad from a point in Franklin township, Summit county, on the Cleveland, Zanesville and Cincinnati Railroad (now Cleveland, Mt. Vernon and Delaware), to a point on the Pittsburgh, Ft. Wayne and Chicago Railway, in Perry township, Stark county.

June 22, 1869, the company made a lease of its unfinished road to the Pittsburgh, Ft. Wayne and Chicago Railway Company for the term of ninety-nine years, to take effect upon the completion and delivery of the road.

The lessee, its successors and assigns, during the said term, to continuously operate, keep up and maintain the railroad and appurtenances leased, and at its own expense renew any portion becoming unfit for use, such renewals to become at once the property of the lessor; to pay all taxes and assessments (stock of the lessor excepted), keep a full account of all business done upon the road, and to pay monthly to the lessor 40 per cent. of the gross earnings thereof, it being agreed that such payments shall amount in each and every year to at least \$20,000.

For the purpose of completing the road and appurtenances, this company reserved the right to create and issue bonds not to exceed the sum of \$100,000, to bear not exceeding 7 per cent. interest, secured by mortgage on said railroad, appurtenances and franchises.

in the same manner as if these presents had never been executed; and to create a sinking fund for the redemption of said bonds, provision being also made for their extension or renewal, or the substitution of others therefor.

This lease was assigned July 1, 1863, to the Pennsylvania Railroad Company, who, on the 4th of November following, in connection with the Pittsburgh, Ft. Wayne and Chicago Railway Company, original lessee, assigned the lease to the Pittsburgh, Mt. Vernon, Columbus and London (now Cleveland, Mt. Vernon and Delaware) Railroad Company, by whom the road is operated as a branch of its line.

MICHIGAN AND OHIO RAILWAY COMPANY.

The articles incorporating the Ohio and Grand Haven Railroad Company under the general laws of Michigan were filed with the Secretary of State of Michigan January 4, 1873—termini, Grand Haven and Ohio State line. The Portsmouth, Columbus and Michigan Railway Company filed its certificate of organization in office of Secretary of State of Ohio July 15, 1873 (Record of Incorporations No. 12, p. 477), to construct a road from Portsmouth, via Columbus, to the north boundary line of the State, in the town of Madison, Williams county, passing through the counties of Scioto, Pike, Ross, Pickaway, Franklin, Madison, Union, Logan, Hardin, Anglaize, Allen, Hancock, Putnam, Henry, Defiance and Williams.

By articles filed April 1, 1874, with the Secretary of State of Ohio (Record No. 13, p. 530), the Ohio and Grand Haven Railroad and the Portsmouth, Columbus and Michigan Railway Companies consolidated, taking the name of the Michigan and Ohio Railway Company.

The former had expended previous to this consolidation \$2,900 in surveys, etc., and the new company in the three months intervening to June 30, 1874, report an expenditure of \$15,300 in surveys, engineering, etc. July 21, 1874, ground was first broken at Grand Haven by Howland, White & Co., who took the contract for the entire line, and 30 miles are now reported as graded at that end of the line.

NEWARK, SOMERSET AND STRAITSVILLE RAILROAD COMPANY.

This company filed its certificate of organization with the Secretary of State April 3, 1867 (Record of Incorporations No. 4, p. 247), to construct a road from Newark, via Somerset and the Valley of Monday Creek, opposite Straitsville, in Perry county, to a point on the northerly side of the Hocking canal, adjoining the coal yard of Peter Hayden, situated near his store on or near said canal.

The company procured a conveyance September 1, 1869, from the surviving purchasers of the Scioto and Hocking Valley Railroad—sold at judicial sale May 19, 1863—of that part of its old road-bed, masonry, etc., lying between the crossing of the Cincinnati, Wilmington and Zanesville Railroad (now Cincinnati and Muskingum Valley Railway) and Newark. (The southern portion was purchased January 26, 1864, by the Marietta and Cincinnati Railroad Company.) The line was placed under contract, and at date of report, June 30, 1871, was completed from Newark to Somerset, twenty-four miles, and operated by the contractors in connection with construction. The road was subsequently completed to Shawnee, a total of forty-four miles, and January 1, 1872, was leased to the Sandusky, Mansfield and Newark Railroad Company for the term of fourteen years and eight months from and after April 1, 1872, to be equipped and operated by the Baltimore and Ohio Railroad Company, that company to pay all expenses incident thereto, and to pay the Newark, Somerset and Straitsville Railroad Company 30 per

cent. of the gross earnings of the road, out of which the payment of interest on the bonded debt, \$800,000, is secured. The lease is renewable at the end of first term for twenty years additional, and so on, from time to time—twelve months' notice to be given previous to the expiration of any term of a desire to surrender the same by the Baltimore and Ohio Railroad Company.

The road since that time has been operated in connection with the "Central Ohio" and "Lake Erie" Divisions of that company.

NORTH COLUMBUS RAILWAY COMPANY.

October 3, 1871, this company filed its certificate of organization with the Secretary of State (Record of Incorporations No. 9, p. 174) to construct and operate a road within the limits of the city of Columbus. The present length laid with rail and in partial operation since January 1, 1874, is a little short of four miles.

OHIO AND MISSISSIPPI RAILWAY COMPANY.

February 14, 1848, the Legislature of Indiana passed "an act to incorporate the Ohio and Mississippi Railroad Company" (Indiana Local Laws, 1848, p. 619), authorizing said company to locate, construct and maintain a road between Lawrenceburgh, on the Ohio river, and Vincennes, on the Wabash river, to extend eastwardly to Cincinnati, and westwardly through the State of Illinois to St. Louis, the company, however, not to undertake the construction of said road beyond the limits of Indiana until the right of way shall have been granted in the State wherein the road is proposed to be so constructed.

March 15, 1849, the Ohio Legislature passed "an act to aid the Ohio and Mississippi Railroad Company" (47 O. L., 172), which recognized the corporate powers granted it by its charter in Indiana, and authorized the company to lay out and construct so much of its road as lies within the State of Ohio. January 24, 1851 (49 O. L., 456), an amendatory act was passed. Both acts specify that the corporation shall be governed by and have the same powers which are conferred by the general law passed February 11, 1848. (46 O. L., 40, and S. & C., 271.)

February 12, 1851, the Legislature of Illinois passed "an act to incorporate the Ohio and Mississippi Railroad Company" (Private Laws of Ill. of 1849 and 1851, p. 89), giving it power to locate, construct and maintain a railroad from Illinois town, St. Clair county, to the east line of the State of Illinois, in the direction of Vincennes, Indiana. February 27, 1854 (Laws of Ill. of 1854, p. 78), an amendment was passed authorizing the company to extend its road from Illinois town to the Mississippi river, within one thousand yards of the northern or southern limits of said town, as to the said company may seem most expedient, in order to reach the deep water of said river, and for such purpose may extend their railroad over and across "Bloody Island."

Under these acts and others amendatory, the road was built by two distinct and independent corporations from Cincinnati to a point on the Mississippi river opposite St. Louis, and the entire line opened for business in 1857, by agreement being operated as one line, that part in Ohio and Indiana being known as the "*Eastern Division*," that in Illinois the "*Western Division*."

Immediately following the completion and opening the road for business, the Ohio and Mississippi Railroad Company, of Indiana and Ohio, being unable to meet its current obligations, to prevent sacrifice of property prepared a plan and agreement for capitalization, involving mutual concessions by creditors and stockholders, a transfer of stock

and certain liabilities of the company to trustees named, entrusted with large powers for readjustment of the stock and indebtedness, and a reorganization of the affairs of the company. This was submitted, December 15, 1858, to the creditors and stockholders; but before its terms could be carried into effect, suits were instituted in the Federal Courts of Ohio and Indiana for the foreclosure of certain mortgages and a sale of the road, and pending the proceedings a receiver was appointed in April, 1860, and placed in charge of the property, by whom it was operated until the final reorganization.

March 19, 1862, a decree was issued by the United States Circuit Court for the District of Illinois for foreclosure of mortgage and sale of the said Ohio and Mississippi Railroad, of Illinois (Western Division), under which the road and property was sold in June, 1862, being purchased by a new company organized under a special act of the Legislature of Illinois, passed February 5, 1861, being "an act to incorporate the Ohio and Mississippi Railway Company, and for other purposes" (Private Laws of Ill. of 1861, p. 508); which named thirteen corporators, constituting them and their associates, by said name, a body corporate for the purpose of purchasing and taking a conveyance of all the railway property, real and personal, rights and franchises of the Ohio and Mississippi Railroad Company, incorporated by an act approved February 12, 1851. The corporators were authorized to call a meeting and to organize by the appointment from their number of a president, and of not less than seven nor more than thirteen directors.

This corporation was granted all the powers and privileges conferred on the Ohio and Mississippi Railroad Company by the incorporating act approved February 12, 1851, or by any amendments thereof—subject to all provisions of said act—and to possess in addition the power of assuming any debts or liabilities of said original Ohio and Mississippi Railroad Company, and to issue bonds, secured by mortgage or otherwise, to secure the payment thereof. Meetings of corporators for organization, and of directors thereafter, were authorized to be held in the city of St. Louis; all acts done at such meetings to be as valid as if held within the State of Illinois.

The plan and agreement named was so modified and amended as to secure the capitalization of the stock and debts of the original company, its reconstruction on a sound basis, and its union with the company of Illinois, into one corporate organization. In order to effect this result, the Eastern Division, or that part in Ohio and Indiana, was sold under the proceedings for foreclosure January 9, 1867, and purchased by trustees under the agreement.

These trustees had previously purchased the stock and a majority of the bonds of the Ohio and Mississippi Company of Illinois (Western Division), thus obtaining control of that part of the line.

Under provisions of an act of Indiana approved March 3, 1865 (Laws of Ind. of 1865, p. 66), and section 7 of Ohio act passed April 11, 1861 (58 O. L., 70), an agreement for a reorganization and the incorporation of the Eastern Division of the Ohio and Mississippi Railroad Company as the *Ohio and Mississippi Railway Company* was entered into, and certificates filed with the Secretary of State of Indiana November 14, and of Ohio November 26, 1867. (Record of Incorporations No. 4, p. 546.)

November 21, 1867, articles of consolidation were agreed upon by and between the Ohio and Mississippi Railway Companies of Illinois and of Ohio, and filed December 28, 1867, with the Secretary of State of Indiana. Filed with the Secretary of State of Ohio December 26, 1867. (Record No. 4, p. 594.)

The companies thereby agreed to consolidate all their stock and property—the consolidated company to assume all debts, liabilities and obligations of the several companies, taking for its corporate name the "Ohio and Mississippi Railway Company."

Act of March 31, 1869 (Private Laws of Ill., vol. 3, p. 323), authorizes the Ohio and Mississippi Railway Company to build a branch to connect their road, with a ferry or bridge, to St. Louis.

The "Louisville Division," as the branch road is termed, extending from North Vernon, Indiana, to Jeffersonville and Louisville, was constructed under the provisions of the law of Indiana of March 3, 1865 (Laws of 1865, p. 66), said act constituting a part of the charter of the company. It was built on an old, abandoned line, located by the Fort Wayne and Southern Railroad Company, but the terms or consideration for the appropriation are not known. The line, as thus completed and operated, extends from Cincinnati, via Vincennes, Indiana, to East St. Louis, Illinois, 340 miles, and from North Vernon, Indiana, to Jeffersonville, 53 miles—a total of 393 miles.

March 1, 1875, the Ohio and Mississippi Railway Company acquired, by purchase, the franchises of the Springfield and South-eastern Railway Company, and assumed operation of its line—extending from Shawneetown, Illinois, to Beardstown, distance 222 miles—now called Springfield Division of the Ohio and Mississippi Railway. Terms of purchase, \$1,700,000, in bonds of the company, secured by mortgage on said Division.

OHIO AND TOLEDO RAILROAD COMPANY.

The certificate of organization of this company was filed with the Secretary of State of Ohio May 14, 1872 (Record of Incorporations No. 10, p. 139), termini named, St. Clair township, Columbiana county, and Oregon township, Lucas county, near Toledo. A supplementary certificate, filed February 18, 1875 (Record No. 15, p. 30), changes the northern terminus so that the line as now proposed will extend from Cannonsburg, Carroll county, to Youngstown, 65 miles, where it will connect with the Painesville and Youngstown Railroad.

August 1, 1873, this company acquired the Carrollton and Oneida Railroad. The Carroll County Railroad Company was chartered by act March 9, 1850 (48 O. L., 251), to have all the powers and be subject to all the restrictions of the "act regulating railroad companies," passed February 11, 1848 (46 O. L., 40, and S. & C., 271), authorized to build a railroad from Carrollton to a point on the Sandy and Beaver Canal, with power to connect with any railroad with which arrangements might be made for that purpose. The road was constructed from Carrollton to Oneida (a station on the Cleveland and Pittsburgh Railroad), twelve miles, laid with strap iron, and was opened for business in 1854; but the company became insolvent, suits were brought against it, and the road was sold on execution February 7, 1859. The purchasers operated it several years, but suffered the road to run down, until February 26, 1866, when they organized the Carrollton and Oneida Railroad Company, under the general law of May 1, 1852, by filing with the Secretary of State the required certificate (Record of Incorporations, No. 3, p. 345), taking Carrollton and Oneida as termini, and adopting the old line of road.

August 1, 1873, by virtue of an article of agreement dated July 15, 1873, the road passed into the hands of the Ohio and Toledo Railroad Company, it contracting to tie, iron with T rail, and equip the same with rolling stock, on or before the 1st day of August, 1874; the Carrollton and Oneida Company agreeing, in consideration thereof, to sell, remit, and transfer, by quit-claim deed, the body of its road, together with all the right of way it might have to dispose of, to the Ohio and Toledo Railroad Company. The terms of the agreement were duly carried out. The Carrollton and Oneida Railroad Company still exists, but with power only to close its business.

The Ohio and Toledo Railroad is 36-inch gauge, and will, with the Painesville and Youngstown, form a continuous line to Lake Erie, and promises to be of material bene-

fit to the section of country passed through, as a means of shipping coal and iron. Rail is laid from Carrollton, over the old road-bed of the Carrollton and Oneida, and northwardly to Minerva, Stark county, in all fifteen miles; but regular trips are only run from Carrollton to Oneida, ten miles. Twelve miles additional is reported as graded.

PAINESVILLE AND YOUNGSTOWN RAILROAD COMPANY.

This company filed its certificate of organization with the Secretary of State November 17, 1870 (Record of Incorporations, No. 8, p. 64), to build a road from Painesville to Youngstown, passing through the counties of Lake, Geauga, Trumbull, and Mahoning.

The company purchased and adopted the partially constructed road-bed of the Painesville and Hudson Railroad, paying therefor \$60,000, and completed the same from Painesville to Chardon about January 1, 1873. The gauge of the road is three feet, and is the first "narrow-gauge" line for general transportation business attempted in the State.

A certificate was filed May 22, 1873 (Record, No. 12, p. 354), to construct a branch from a point on the main line, at or near the village of Girard, Trumbull county, to a point in Poland township, Mahoning county, at or near where the bed of the Pennsylvania and Ohio Canal crosses the east line of the State of Ohio, passing through the counties of Trumbull and Mahoning, to be known as the "North-west Branch of the Painesville and Youngstown Railroad."

The company, after expending \$265,000, received from stock subscriptions, in grading, etc., entered into a contract with the Grand River Improvement Company by which the entire line of the Youngstown and Painesville Railroad was to be constructed, completed, and equipped, the contractors to receive therefor the bonds of the company and its capital stock. At date of report, June 30, 1873, eleven miles was completed, and report made one year later shows track was laid to Niles, 50 miles. It is now completed to Youngstown, 61.80 miles, the contractors on January 1, 1875, giving full possession and control of the entire line of road, equipment, and property acquired by them, to the Painesville and Youngstown Railroad Company, receiving therefor its capital stock and bonds; and since that date the road has been operated by the Painesville and Youngstown Railroad Company.

PITTSBURGH, CINCINNATI, AND ST. LOUIS RAILWAY COMPANY.

The *Steubenville and Indiana Railroad Company* was chartered February 24, 1848, by the Legislature of Ohio (46 O. L., 246), to "to have and enjoy all the rights and privileges granted by and be subject to all the restrictions and responsibilities imposed by the act entitled 'an act regulating railroad companies,' passed February 11, 1848" (46 O. L., 40, S. & C., 271), authorized to construct a railroad from Steubenville by the route of either Conotton or Stillwater creeks, as deemed most eligible, via Mt. Vernon, to the Indiana State line, at any point between Willshire and Fort Recovery inclusive.

An amendatory act of March 12, 1849 (47 O. L., 167), authorized the construction of a branch road from Coshocton, via Newark, to Columbus, but provides that any company thereafter constructing a road from the Ohio river, opposite Wheeling, by way of Short Creek and Little Stillwater valleys, shall have the right to connect it with that of this company at any point in the valley of the Tuscarawas River.

The company was further authorized, with the consent of the Virginia Legislature, or by arrangement with any company having authority from that State, to construct a bridge or viaduct across the Ohio River at Steubenville, so as to connect with a road leading eastward from that place, but not to interfere with navigation of said river.

This act also authorized the several townships, incorporated towns, and counties through which the road may be located, to subscribe to the capital stock of the company.

Under these and other amendatory acts the company constructed its road from Stenbenville to Newark, 117½ miles, and a branch from Cadiz Junction, on the main line, to Cadiz, 7½ miles; but becoming unable to meet its liabilities, September 2, 1859, suit was brought in the Harrison County Common Pleas Court for foreclosure of mortgage and sale of the road. T. L. Jewett, President of the Company, was appointed receiver, and the road was operated by him under orders of the Court.

A plan was prepared and submitted to the creditors and stockholders for an adjustment of liabilities and a reorganization of the company, with the view of extending the road east to Pittsburgh and west to Columbus, and that this might be effected more readily and promptly, in consideration of the number of parties interested, an order was issued by the Court January 6, 1864, directing a sale of the entire property and road of the company lying within the towns of Stenbenville and Newark and between the same, and the branch thereof to Cadiz, including the rights of way held and contracted for, etc.; under which the road and property was sold at public auction February 27, 1864, to J. Edgar Thomson, H. M. Alexander, and Geo. W. McCook, representing certain mortgage creditors, for the sum of \$1,903,889. This sale was never confirmed by the Court, and the property remained in the hands of the receiver, who, with the coöperation of the board of directors of the company, continued to operate the road, all proposed arrangements for the extrication of the company from its financial embarrassments being submitted to the directors at their regular meetings.

October 1, 1864, the receiver, on behalf of the company, and under the orders and approval of the court, purchased an undivided half of that part of the Central Ohio Railroad lying between Newark and Columbus, 33 miles, paying therefor the sum of \$775,000. December 26, 1867, the company filed with the Auditor of State a certificate of an order for issue of \$2,500,000 of preferred stock, under authority of the act passed March 29, 1856 (53 O. L., 35), "to enable railroad companies to fund their floating debt."

By act of March 24, 1849, the Pittsburgh and Stenbenville Railroad Company (of Pennsylvania) was incorporated (Laws of Penna., 1850, appendix, p. 952), with power to construct a railroad commencing near Pittsburgh, thence in the direction of Stenbenville, on the Ohio River, to a point on the line between Pennsylvania and Virginia, subject to the provisions of the "act regulating railroad companies," approved February 10, 1849 (Laws of Penna., 1849, p. 79.) A supplementary act of April 21, 1852 (Laws of 1852, p. 481) authorized the company to extend its road into Pittsburgh, to connect with the Pennsylvania Railroad, and with any other railroad at the Virginia State line, and to construct branches from the main line in the counties of Allegheny and Washington to any points therein, or in Beaver county. This act also authorized certain cities and boroughs to subscribe to stock. Section 10 of the act of April 18, 1853, authorized subscription by the company to the extent of \$150,000 to the capital stock of any railroad of Virginia intended to connect with its line of road; and at the sessions of 1853 and 1854 several acts were passed authorizing subscriptions from counties and cities to be made to the stock of the company.

December 30, 1857, a lease and agreement was entered into and made with the Western Transportation Company of Pennsylvania, whereby that company contracted to construct and complete a single-track railroad from Pittsburgh to a point near Stenbenville. In order to equip the same when constructed, thus rendering it most advantageous to all parties in interest, this company agreed to execute a lease to said Western Trans-

portation Company of all its property, lands, tenements, materials, rights of way, and property of every description, and all claims, rents, etc., thereof, for the term of twenty years from the time said road shall have been completed and in working order; said lessee to equip, maintain and operate said railroad as soon as completed, and to pay and apply for and on behalf of this company 40 per cent. of the gross earnings of said road, for payment of interest on bonds and dividends on stock of the company; lease renewable under certain prescribed conditions. At the expiration of the lease said Western Transportation Company to surrender and deliver up to this company all that portion of the single-track railroad which it shall have built under the agreement, with all appurtenances; this company, at the time of such surrender, to purchase all rolling stock, machinery, tools, etc., used by the lessee in running the road.

An act of March 1, 1859, extended the time for completion of the road of the company ten years. (Laws of Penna., 1859, p. 92.) A joint resolution of the Legislature, passed February 19, 1862 (Laws of 1862, p. 548), requested the Legislature of Virginia to grant authority to the company to construct its road through a portion of that State. March 6, 1867, the road of this company (the Pittsburgh and Steubenville) was sold under first mortgage, and the new corporation organized December 28, 1867, under the act of Pennsylvania approved April 8, 1861 (Laws of Penna., 1861, p. 259), to run and manage the same, adopted the name of *Pan-Handle Railway Company*. The act of March 23, 1868 (Laws of Penna., 1868, p. 423), exempts the Pan-Handle Railway Company from the second proviso, first section, of act of March 24, 1865, entitled "An act supplementary to an act regulating railroad companies," approved February 19, 1849, which reads: "*And provided further*, that nothing in this act contained shall be taken to authorize the consolidation of any company or corporation within this Commonwealth with that of any other State whose laws shall not also authorize the like consolidation."

The *Holliday's Cove Railroad Company* (of Virginia and West Virginia) was incorporated by act of March 30, 1860 (Laws of Va., of 1859-'60, chap. 126, p. 266), for the purpose of constructing a railroad from the western boundary line of Pennsylvania to or near Steubenville, Ohio, and authorized to construct a railroad bridge across the Ohio River, the purchase and use as its own of any railroad or bridge heretofore constructed, in whole or in part, between its termini, and the lease to any person or persons, or corporations, domestic or foreign, of its bridge or railway. January 19, 1863, an amendatory act (Laws of West Va., 1862-'63, p. 15), authorized the company to construct a branch railroad from its terminus, on the eastern side of the Ohio river, through Wellsburg, to Wheeling, and repealed sections 7 to 13 inclusive of the act of March 30, 1860, incorporating the company; but provided this act shall be of no effect until the Western Transportation Company transfer certain rights it has in the Wheeling Bridge Company.

The Steubenville railroad bridge (belonging to the Pittsburgh, Cincinnati and St. Louis Railway Company) was built under section 2 of act of Ohio, March 12, 1840 (46 O. L., 256), the joint resolution of the Ohio General Assembly, February 25, 1852 (50 O. L., p. 29 of Resolutions), the act of Virginia, March 30, 1860, incorporating the Holliday's Cove Railroad Company, the amendatory act thereto of January 19, 1863, and the act of Congress approved July 14, 1862, chap. CLXVII.

October 1, 1865, an arrangement was perfected between the receiver of the Steubenville and Indiana Railroad, the Holliday's Cove Railroad Company, and the Pittsburgh and Steubenville Railroad Company, for operating the three roads, extending from Columbus, Ohio, to Pittsburgh, Pennsylvania, under the name of "*Pittsburgh, Columbus and Cincinnati Railroad*."

May 11, 1868, was filed in office of Secretary of State of Ohio (Record of Incorporations

No. 5, p. 290), an agreement of consolidation between the Pan-Handle Railway Company of Pennsylvania, the Holliday's Cove Railroad Company of West Virginia, and the Steubenville and Indiana Railroad Company of Ohio, dated March 17, 1868; filed also with Secretaries of State of Pennsylvania and West Virginia.

The parties to the consolidation, as authorized by the laws of the several States [in Ohio under act of April 10, 1856, (53 O. L., 143, S. & C., 327)], merge and consolidate their capital stock, franchises and property under the name of the Pittsburgh, Cincinnati and St. Louis Railway Company; it to have 13 directors; capital stock to be 200,000 shares of \$50 each, 60,000 shares to be first preferred, and 140,000 shares common stock; and provide for the conversion of capital stock of the companies parties thereto into stock of the consolidated company; the same being ratified by the stockholders of the Pan-Handle Company March 7, 1868, of the Holliday's Cove May 4, and of the Steubenville and Indiana Railroad Company May 7, 1868.

Subsequently (within the year 1869) the sale of the Stenbenville and Indiana Railroad, made February 27, 1864, before noticed, was set aside by the court, the accounts of the receivership settled, the receiver discharged, and his acts, proceedings, etc., as such, under orders of the court, or in his own name, with the knowledge and approval of the board of directors, were approved by a vote of the stockholders (more than three-fourths of the stock being represented), and acquiesced in by the mortgage creditors.

January 22, 1869, the Pittsburgh, Cincinnati and St. Louis Railway Company, in connection with the Pennsylvania Railroad Company, made a lease for the term of 99 years from February 1, 1869, renewable forever, of the Columbus, Chicago and Indiana Central Railway, with all its property and appurtenances, equipment, franchises, etc., etc.; agreeing to keep and preserve said railroad in good working condition as a first-class road; maintain in good repair and condition all its rolling stock, fixtures, etc., during the term of the lease; and pay out of the gross earnings all taxes and assessments on the property thereby demised; retaining 70 per cent. of the surplus for operating the line, the remaining 30 per cent. to be paid to the Columbus, Chicago and Indiana Central Railway Company for the payment of interest on its bonds—guaranteeing the payment of this interest should the said 30 per cent. be insufficient.

The lessee to provide an annual sinking fund for the payment or redemption of the \$20,000,000 7 per cent. bonds of the Columbus, Chicago and Indiana Central Railway Company, as required by terms of mortgages therefor; upon the redemption and cancellation of said bonds, that company to issue, at the option of the lessee, bonds at par, bearing 7 per cent. interest, for an equal amount, to be secured by a mortgage having a first lien, if required, or shares of its capital stock at par.

All contracts of the Columbus, Chicago and Indiana Central Company are assigned to lessee, who is to provide means for and acquire needed right of way and real estate, erect such depot buildings, shops, and other permanent construction as may reasonably be required to accommodate the traffic of said leased road, and for actual advances so made, be entitled to receive income bonds, bearing 7 per cent. interest, at par, convertible at the option of the holder into stock. The aggregate so required and expended for the next three years not to exceed \$2,000,000; that class of expenditures thereafter, and the means required for that purpose, to be subjects of mutual agreement.

No bonds to be issued by the Columbus, Chicago and Indiana Central Company, without consent of the boards of directors of the several parties to the lease, beyond the \$15,000,000 first mortgage consolidated, the \$5,000,000 second mortgage consolidated, and the \$2,000,000 of income bonds hereby provided for; the one-half part of said \$5,000,000 second mortgage bonds to be used in taking up certain income and other bonds outstanding (exclusive of the \$15,000,000 loan aforesaid) on the different lines composing the rail-

way of the lessor, and the other half part to be used in paying off the debts due and to become due, of all kinds, of the Columbus, Chicago and Indiana Central Railway Company, except the said bonded debt of \$20,000,000; and it was further agreed that no stock shall be issued by said company beyond the sum of \$13,000,000, except as the same may be increased by conversion of bonds into stock, in which case such bonds shall be canceled, making the aggregate of bonds and stock \$35,000,000.

In regard to procuring east and west traffic, it provides that the Pennsylvania Railroad Company, the third party to the contract, shall not discriminate against the first and second parties in granting or furnishing greater facilities to other connecting lines.

The Pennsylvania Railroad Company guarantees to the Columbus, Chicago and Indiana Central Railway Company the faithful performance by the Pittsburgh, Cincinnati and St. Louis Railway Company of all it has covenanted and agreed to perform, and in event of default, or its failure so to do, upon notice in writing of the nature, etc., of such failure or default, to keep and perform the same on behalf of said Pittsburgh, Cincinnati and St. Louis Railway Company; in that event said Pennsylvania Railroad Company, at its option, to be entitled to all the profits and advantages which might accrue therefrom to the Pittsburgh, Cincinnati and St. Louis Company; also agreeing that the lines of railway so formed, maintained, and operated, shall at all times be placed upon a perfect equality with other lines that may connect at Pittsburgh, as to rate and facilities for joint transportation for all classes of traffic to and from all points west and east; the proceeds of joint traffic to be divided pro rata, etc.

December 1, 1869, the Little Miami Railroad Company let, demised, and leased to the Pittsburgh, Cincinnati and St. Louis Railway Company, for the term of 99 years, renewable forever, all right, title, and interest in its line of road from Cincinnati to Springfield; the street connection in Cincinnati; the Dayton, Xenia and Belpre Railroad, from Dayton to Xenia; the Dayton and Western and the Richmond and Miami Railroads, extending from Dayton to Richmond, Indiana; and the Columbus and Xenia Railroad, from Columbus to Xenia, with all their appurtenances, and assigning and transferring to said lessee all leases and leasehold or other estates, personal property, rights, credits, and effects.

In consideration of the assets and property thus transferred, leased, and demised, it was stipulated that the capital stock of the Little Miami Railroad Company (now \$3,572,400) may be increased, so that the aggregate capital, including that of the Columbus and Xenia Railroad Company (now \$1,786,200), will be \$6,000,000; and that the rental to be paid said Little Miami Railroad Company shall be equal to 8 per cent. per annum on that amount of capital stock—being in the aggregate \$480,000 per annum—payable in quarterly installments; the Little Miami Company, out of the rental, paying the stockholders of the Columbus and Xenia Railroad Company 8 per cent. per annum on its stock as aforesaid.

The lessee also assumed payment of the interest on the bonded debt and other liabilities of the lessor. Upon the maturity of said bonded debt (amounting to \$1,500,000, and a loan from the city of Cincinnati of \$100,000), the Little Miami Company to provide for payment of the principal thereof, either by payment, renewal, or extension from time to time, by the issue of an equal amount of other 6 per cent. bonds, payable 90 years after date, of like tenor, secured by mortgage on its railroad, to have a prior lien over this lease and agreement; the interest on any such bonds to be a part of the liability assumed by the lessee—it being agreed, in event the Little Miami Company shall pay off or discharge the said bonds, or any of them, the lessee is to pay semi-annually, in addition to the rent hereby agreed to be paid, an amount equal to the semi-annual interest on

such bonds so paid and discharged. The Little Miami Railroad Company, after the taking effect of the lease, not to create any new debt or liability, except as therein provided, without the consent, in writing, of the lessee and the Pennsylvania Railroad Company; the latter guaranteeing the performance of the covenants of the Pittsburgh, Cincinnati and St. Louis Railway Company, the said lessee.

It is stipulated that this lease and contract may be assigned and transferred to the Pennsylvania Railroad Company, but to no other party, without the consent, in writing, of the Little Miami and Pennsylvania Railroad Companies.

May 1, 1873, the Pittsburgh, Cincinnati and St. Louis Railway Company took possession, under lease for 99 years from January 1, 1873, of the road and property of the Cincinnati and Muskingum Valley Railway Company, contracting that any surplus remaining after paying expenses of running and maintaining roadway, interest, etc., shall be paid to stockholders of that company.

PITTSBURGH, FT. WAYNE AND CHICAGO RAILWAY COMPANY.

The *Ohio and Pennsylvania Railroad Company* was incorporated February 24, 1848, by the Legislature of Ohio (46 O. L., 261), with all the powers and privileges, and subject to all the restrictions of the "act regulating railroad companies," passed February 11, 1848 (46 O. L., 40, and S. & C., 271), with power to construct a road from Mansfield eastwardly, via Wooster, Massillon, and Canton, to a point in the eastern boundary line of Ohio within the county of Columbiana, thence to Pittsburgh, in the State of Pennsylvania; and from Mansfield westwardly, via Bucyrus, until it intersects the west line of the State of Ohio at a point to be determined by the company, with privilege, in locating road from Canton, to connect its road with the Cleveland and Pittsburgh Railroad at any point south of the village of North Georgetown, in Columbiana county, on terms to be agreed upon.

April 11, 1848, the Legislature of Pennsylvania passed "an act to incorporate the Ohio and Pennsylvania Railroad Company" (Laws of Penn., 1848, appendix, 754; see also 47 O. L., 377), by and in which the Ohio act of February 24, 1848, was ratified and confirmed, and the same enacted into a law of Pennsylvania, so far as the same can apply to that commonwealth; and providing for a connection at Pittsburgh with the Pennsylvania and the Pittsburgh, Kittanning and Warren Railroads, as well as all lateral roads incorporated by Pennsylvania.

Several acts were passed by the Ohio Legislature, at its sessions of 1849-50 and 1851, authorizing subscriptions by counties and towns to the capital stock of the company.

The Ohio and Indiana Railroad Company was incorporated by act of the Ohio Legislature March 20, 1850 (48 O. L., 297), "vested with all the rights, privileges, powers, and franchises, and subject to all the restrictions of an act entitled 'an act regulating railroad companies,' passed February 11, 1848 [46 O. L., 40, and S. & C., 271], and the acts amendatory thereto, except so far as the same may be modified by the provisions of this act," with power to construct a railroad from a point to be selected by the company on the Cleveland, Columbus and Cincinnati Railroad, in Richland county (Crestline was the point thus selected), via Bucyrus and Upper Sandusky, to the west line of the State of Ohio, and thence to Ft. Wayne, Indiana. Counties, towns, and townships through which the said railroad may be located were authorized and required to subscribe to the capital stock, by and with the consent of the legal voters in each case expressed as provided therein.

By act of January 15, 1851, the Indiana Legislature (Ind. L., 1851, p. 256), granted the full and entire assent of that State to all and each of the provisions of the act of

the Ohio Legislature of March 20, 1850, "to incorporate the Ohio and Indiana Railroad Company," ratifying, adopting, and confirming said act, and enacting the same into a law of Indiana, so far as the same can be applicable to said State.

The Ft. Wayne and Chicago Railroad Company was incorporated September 22, 1852, by filing articles of association with the Secretary of State of Indiana, under the provisions of the "act to provide for the incorporation of railroad companies," approved May 11, 1852 (Vol. I. Ind. Stat., 504), to build a road, its eastern terminus to be at the western terminus of the Ohio and Indiana Railroad, adjoining the city of Ft. Wayne; thence westward, terminating at a point on the west line of the State of Indiana, in the direction of Chicago, within the county of Lake.

By act of February 5, 1853, "to incorporate the Ft. Wayne and Chicago Railroad Company" (Laws of Ill., 1853, p. 105), the company was authorized, as organized under laws of Indiana, to construct, maintain, and use its railroad from the western line of Indiana, at and from the point in the county of Cook where said road shall intersect the same, to Chicago.

Under the authority and provisions of act of Indiana, February 23, 1853 (Laws of Ind., 1853, p. 105), to authorize railroad companies to consolidate their stock with that of other railroad companies, in that or any adjoining State, and connect their roads with those of said companies, etc.; that of Illinois, February 28, 1854 (Laws of Ill., 1854, p. 9), to enable railroad companies to consolidate their stock, and the act of Ohio Legislature of April 10, 1856, took effect May 1, 1856 (53 O. L., 143), to authorize the consolidation of railroad companies in Ohio with those of States adjoining, etc.; to the provisions of which the full and entire assent of Pennsylvania was given by act April 16, 1856 (Laws of Penn., 1856, p. 368), which adopted, ratified, and confirmed said act, enacting the same into a law of Pennsylvania, so far as the same can be applicable to the Ohio and Pennsylvania Railroad Company, for the purpose of consolidating with the Ohio and Indiana and the Ft. Wayne and Chicago Railroad Companies, or either of them; articles of agreement were filed with the Secretary of State of Ohio July 26, 1856 (Record of Incorporations No. 1, p. 323), also with the Secretary of Commonwealth of Pennsylvania, by and between the Ohio and Pennsylvania Railroad Company, of Ohio and Pennsylvania, the Ohio and Indiana Railroad Company, of Ohio and Indiana, and the Ft. Wayne and Chicago Railroad Company, of Indiana and Illinois, under which the companies named consolidated, taking the name of the *Pittsburgh, Ft. Wayne and Chicago Railroad Company*. It being conceded that the estate, property, and franchises of the parties to be vested in the new company are of unequal value, to adjust and equalize such difference it was agreed that in the exchange of each \$100 of stock held in the several companies, the stockholders of the Ohio and Pennsylvania Railroad Company shall be entitled to receive \$120, of the Ft. Wayne and Chicago Railroad Company \$106, and of the Ohio and Indiana Railroad Company \$100. All stock and bonds of either company party to the consolidation, held or owned by either of the other companies, or hereafter in their control, to be surrendered and merged in the new company, thereby lessening its capital stock and liabilities an equivalent amount. The rights, franchises, property, etc., and all just debts and liabilities existing against said several companies parties to the agreement to vest in the consolidated company, which was, as soon as practicable, to proceed with the construction of the entire road of the company, and complete the same into the city of Chicago. The articles were ratified by the stockholders of the Ohio and Indiana Company June 24, of the Ft. Wayne and Chicago June 26, and of the Ohio and Pennsylvania Company July 2, 1856.

Owing to the failure of the new company to pay maturing interest on the bonded

debt assumed, suit was brought December 6, 1859, in the United States Circuit Court for the Northern District of Ohio, by bondholders, for the foreclosure of mortgages of the Ohio and Pennsylvania Railroad Company, and December 8, 1859, the road was placed in the hands of a receiver. In pursuance of a proposed plan and arrangement by which, under the pending legal proceedings thus instituted, and auxiliary proceedings in the United States District Courts of each of the other States through or into which the said road passed, the whole property was to be sold, and purchase thereof made for the benefit of all classes of creditors assenting to the arrangement, the following legislation was secured :

March 31, 1860, the Pennsylvania Legislature passed "An act to provide for the reorganization of the Pittsburgh, Fort Wayne and Chicago Railroad Company" (Laws of Penn., 1860, p. 498), which enacted that in case of the sale of said road, or any part thereof, in pursuance of power or authority conferred in any mortgages or deeds of trust, the purchasers were constituted a body corporate in deed and in law, a certificate of such organization to be filed with the Secretary of the Commonwealth; and the said corporation formed pursuant to this act empowered to acquire, by purchase or otherwise, and to hold, use and enjoy the Pittsburgh, Fort Wayne and Chicago Railroad, or any part thereof, with all the rights, franchises, and privileges connected therewith, or necessary or convenient to the use thereof.

A decree was entered June 10, 1861, by the United States Circuit Court of the Northern District of Ohio, in the case of Charles Moran, L. A. Von Hoffman and others *vs.* Ohio and Pennsylvania Railroad Company and others, that the Pittsburgh, Fort Wayne and Chicago Railroad Company (being by contract of consolidation bound to pay the principal and interest due and to become due of the bonds of the said Ohio and Indiana, Fort Wayne and Chicago, and Ohio and Pennsylvania Railroad Companies, severally specified in these proceedings), by July 2d following, pay into the hands of the receiver in the case the several amounts of money herein found to be due, unpaid or in arrears, for interest upon the several bonds of said several original companies, to be held subject to further order of the court. And in default of such payment, the railroad, including right of way and all property, together with all corporate franchises of said company and the said original companies severally, including their right and franchises to be and act as a corporation, to be sold as an entirety by the complainants, John Ferguson and Thomas E. Walker, the grantees in trust of the mortgage or deed of trust made by the said Pittsburgh, Fort Wayne and Chicago Railroad Company, in their said capacity of trustees and as special master commissioners of the court; sale to be made by public auction to the highest bidder, for cash in hand, but for not less than \$500,000; said railroad, property and franchises to be sold free from all liability for any lien, liability or debt against said consolidated or original companies or either of them, but subject, nevertheless, to the liens, if any such exist, upon any real estate included in the sale, for purchase money thereof not provided by decree of the courts to be paid out of the proceeds of the sale, or by former orders or decrees to be paid otherwise. The decree was concurred in by the United States Circuit Courts of the Western District of Pennsylvania, District of Indiana, and Northern District of Illinois.

September 7, 1861, default having been made in the required payment, an order of sale was issued by the court to the trustees and special master commissioners for sale of property, franchises, etc., in pursuance of said decree; and in conformity therewith, the railroad of the Pittsburgh, Fort Wayne and Chicago Railroad Company, including its property and franchises, and of the several original companies, as an entirety, was offered for sale at public auction at the United States Court-house at Cleveland, October

24, 1861, and purchased by James F. D. Lanier, J. Edgar Thomson, Samuel J. Tilden, Louis H. Meyer and Samuel Hanna, as agents and trustees and attorneys in fact of various persons who had united in an agreement to compete at said sale through said agency, for the sum of \$2,000,000, payable cash in hand. On the same day a decree of court was entered confirming the sale and directing purchase money to be paid into the hands of the receiver; and it being made to appear to the court that the same had been paid as directed, it was further ordered that said special master commissioners and trustees, in their several capacities, or the survivor of them, and the said Pittsburgh, Fort Wayne and Chicago Railroad Company do convey the said property and franchises to said purchasers upon their request in conformity with the former order in the premises. The decree was concurred in by the United States Circuit Courts of the Western District of Pennsylvania, District of Indiana, and Northern District of Illinois.

February 19, 1862, in pursuance of the orders of the court, the trustees and special master commissioners executed a deed conveying to the purchasers at the judicial sale the railroad of the said Pittsburgh, Fort Wayne and Chicago Railroad Company, extending from Pittsburgh to Chicago, with all property, appurtenances, etc., etc., together with all the corporate franchises of that company, and of the original companies composing the same, including the rights and franchises of the several companies to be and act in a corporate capacity. And on February 25 following, George W. Cass, as president of the Pittsburgh, Fort Wayne and Chicago Railroad Company, executed a deed conveying the road and property to the said purchasers.

February 26, 1862, was filed with the Secretary of the Commonwealth of Pennsylvania a certificate setting forth the organization—under the act named of March 31, 1860—of the "*Pittsburgh, Fort Wayne and Chicago Railway Company*," which provided for the issue of 7 per cent. first mortgage bonds, not exceeding \$5,250,000 (interest after 1st of January, 1862), to be convertible at holder's option into 6 per cent. bonds, but irredeemable, except by the operation of a sinking fund, provided for that purpose, of 1 per cent. on amount thus converted, to be reserved at the same time interest on said bonds is payable, and of all the surplus net earnings of the company, after paying interest on its bonds and dividends at the rate of 6 per cent. on its stock, until \$2,500,000 shall have been redeemed. Holders of the first mortgage bonds of the Ohio and Pennsylvania, the Ohio and Indiana, and of the Fort Wayne and Chicago Railroad Companies, to be entitled on assignment thereof to above named first mortgage bonds of the new corporation equal to the amount surrendered, and which shall entitle the holders to vote at all stockholders' meetings, at the rate of one vote for every \$200 of their par amount. An issue of 7 per cent. second mortgage bonds to an aggregate amount not exceeding \$5,100,000, convertible and payable as in case of first mortgage bonds—interest after April 1, 1862—and also entitling holders to vote at stockholders' meetings, a provision to be inserted in said mortgage that in case of sale by virtue thereof, a portion of the bonds not exceeding \$400,000 shall have priority in payment of the principal; that portion to go to the holders of the second mortgage bonds of the Ohio and Indiana Railroad Company, in consideration that the amount of charge formed upon the line covered by the first and second mortgage bonds of that company is but slightly in excess of the first lien upon other portions of the line. The remainder to be exchanged with holders of the second mortgage or income bonds of the Ohio and Pennsylvania, the third mortgage bonds of the Ohio and Indiana, and the construction bonds of the Pittsburgh, Fort Wayne and Chicago Railroad Companies, on assignment thereof, and the coupons issued therewith, for the principal of the bonds so assigned and for the par amount, without interest, of such coupons thereof as matured on or before October 1, 1859; and of third

mortgage bonds to an amount not exceeding \$2,000,000 to be issued, entitling the holder after April 1, 1862, to such net earnings, not exceeding 7 per cent. per annum, as may be made in each preceding year, after paying interest on prior mortgage bonds, but to have priority to dividends on stock, or any expenditure other than may be necessary to maintain and renew the railway, appurtenances and equipments; the application of earnings to be secured by a trust deed—the holders to be entitled to vote at stockholders' meetings, one vote for every \$100 par value. These bonds to be exchanged with the holders of the second mortgage or income bonds of the Ohio and Pennsylvania, the second and third mortgage of the Ohio and Indiana, and of the construction bonds of the Pittsburgh, Fort Wayne and Chicago Railroad Companies, for the par amount, without interest, of such coupons of said bonds as matured after October 1, 1859, and up to April 1, 1862; and of the bonds known as real estate convertibles, issued by the Fort Wayne and Chicago Railroad Company, payable April 1, 1874; and of similar bonds of the Pittsburgh, Fort Wayne and Chicago Railroad Company, payable December 1, 1866, upon their assignment thereof, with the coupons issued therewith and remaining unpaid; and with general creditors—holders of valid and just debts against the Pittsburgh, Fort Wayne and Chicago Railroad Company—an equivalent amount, upon the assignment of such debts.

The construction bonds outstanding as collateral to be used in the adjustment of floating debts secured by them to an amount, including those actually sold, not exceeding 2,450 bonds in the aggregate. The capital stock to be created limited to the amount of \$6,500,000, and the dividends thereon limited to 6 per cent. per annum, to be exchanged for an equivalent amount of stock of the Pittsburgh, Fort Wayne and Chicago Railroad Company, upon assignment thereof by holders.

February 23, 1862, certificates of the organization of the Pittsburgh, Fort Wayne and Chicago Railway Company were filed with the Secretary of State of Indiana, in pursuance of an act of March 5, 1861 (Laws of Ind., 1861, page 149), and with the Secretary of State of Illinois, in conformity with an act of February 8, 1861. (Laws of Ill., 1861, page 518.)

March 2, 1862, the trustees, purchasers at judicial sale of the road, property, etc., of the Pittsburgh, Fort Wayne and Chicago Railroad Company, in consideration of the agreement of the Pittsburgh, Fort Wayne and Chicago Railway Company to purchase said road and property, and its having for that purpose made and delivered to said trustees, etc., its first, second, third and fourth mortgage bonds, aggregating \$12,350,000, secured by liens respectively created by deeds of trust, and also issued and delivered capital stock amounting in the aggregate to \$6,500,000, executed a deed conveying to that company all the estate and interests in said railway and appurtenances, property, rights and franchises, acquired and held by them in virtue of said purchase, and no more; the estate and interests being charged with and to pass subject to the aforesaid deeds of trust, or mortgages made to secure the payment of the bonds above specified, and the payment of all liabilities incurred in respect to said railway or its business by said trustees, purchasers thereof, during their possession of the same.

The railway company covenanting that it will at all times thereafter perform and keep all the conditions, covenants, agreements, etc., contained in the several deeds of trust, or either of them, to be by said trustees, etc., performed, and that whenever and as often as it or its successors shall hereafter acquire any roads, equipment or other property, of whatever nature, for use in connection with said railway or any part thereof, or shall acquire any franchises, including every franchise to be a corporation which may

hereafter be granted to said company, it will acquire, hold and possess the same upon the said assumed trusts.

September 20, 1862, the Pittsburgh, Fort Wayne and Chicago Railway Company, in pursuance of its covenants in above named indenture, executed to John Ferguson and Samuel J. Tilden, the trustees of the three several deeds of trust, a deed conveying to them the entire railway, property of every description, appurtenances, franchises, etc., etc., subject to said several deeds of trust or mortgage, and to the other liens in them and in said indenture, or either of them, mentioned; to have and to hold the same, subject as aforesaid in trust nevertheless, for the purposes expressed, and upon the trusts declared in said three several deeds of trust named in said conveyance, according to the priorities thereby established.

December 15, 1862, the company entered into a contract with the Cleveland and Pittsburgh Railroad Company by which the latter were to have joint use of its road between Rochester and Pittsburgh for the period of twenty-five years, paying a monthly rental of \$7,053.33, also one-half the actual expense of keeping the road in repair—the two companies to make a division of their gross earnings upon the basis of $73\frac{1}{2}$ per cent. to this, and $26\frac{1}{2}$ per cent. to the Cleveland and Pittsburgh Company. This contract was modified February 16, 1866, as to division of gross earnings.

December 31, 1863, the Pittsburgh, Fort Wayne and Chicago Railroad Company granted, conveyed and confirmed to this company the franchise to be a corporation originally vested in it prior to the judicial sale of the road, property, etc., by the acts of the General Assembly of the State of Ohio, granting the same to it, or to the Ohio and Pennsylvania Railroad Company, or to the Ohio and Indiana Railroad Company.

June 29, 1865, the company leased all of the road and property and appurtenances, except locomotives, cars, furniture, tools, etc., of the New Castle and Beaver Valley Railroad Company for the term of ninety-nine years from July 1 following, with all powers, privileges, etc., of the lessor, for the operation and use of the road, etc., the lessee to make certain improvements, replacing trestle-work with earth embankments, etc., etc. In consideration, this company covenant and agree to operate the road continuously during said term; to keep up and maintain the same; to pay all taxes, duties, and assessments of whatever nature levied on said road, property and appurtenances, receipts, earnings, etc., and to pay to the lessor, monthly, forty per cent. of the gross earnings, stipulating the same shall not in the aggregate be less than \$40,000 in any one year.

The New Castle and Beaver Valley Railroad Company was incorporated February 26, 1862 (Laws of Penn., 1862, page 12), under provisions of "act regulating railroad companies," approved February 19, 1849 (Laws 1849, page 79), to construct a road from, at or near New Castle, Lawrence county, to Homewood Station, Beaver county.

July 1, 1865, this company purchased of George W. Cass and John J. Marvin (the purchasers at judicial sale thereof November 2, 1864) the road, property and franchises of the Cleveland, Zanesville and Cincinnati Railroad Company. [For further particulars, see Cleveland, Mt. Vernon and Delaware Railroad Company, page 83.]

June 21, 1869, the company leased, for the term of ninety-nine years from date, the road, etc., of the Lawrence Railroad Company, extending from a point on the New Castle and Beaver Valley Railroad, at Mahoningtown, Lawrence county, Pennsylvania, to Youngstown, Mahoning county, Ohio, covenanting to continuously operate the same during said term; furnish at all times reasonable facilities to the public; keep up and maintain the road and property; make necessary renewals, etc.; pay all taxes, assessments, etc., on the road, property, receipts and earnings; keep accurate account of the

business of the road, and pay to the lessor, monthly, forty per cent. of the gross earnings, stipulating the amount thus paid in any one year shall not be less than \$45,000.

June 22, 1869, the Pittsburgh, Fort Wayne and Chicago Railway Company leased the road, property and appurtenances of the Massillon and Cleveland Railroad Company for the term of ninety-nine years, undertaking during said term to continuously operate the railroad and appurtenances thus leased, to furnish the public all reasonable facilities for transportation to the extent of the capacity of the track, sidings, stations, etc., and to keep up, maintain and renew the same, pay taxes, duties, etc., assessed thereon, paying said lessor, monthly, forty per cent. of the gross earnings of the road, such payments to amount in each and every year to at least \$20,000. [For further particulars, and history of the Massillon and Cleveland Railroad Company, see page 116.]

By contract dated June 27, 1869, the company leased its entire railway from Pittsburgh to Chicago, and the Cleveland, Zanesville and Cincinnati Railroad (or *Akron Branch*), extending from Hudson to Millersburgh, and thence south $3\frac{1}{2}$ miles to the coal fields in Holmes county, with all rights of way, property, equipments, and all appurtenances, to the Pennsylvania Railroad Company, for the full term of nine hundred and ninety-nine years, subject to the joint use, right, interest, etc., previously granted by the lessor to the Joliet and Chicago Railroad Company of the portion of the passenger depot on Canal street, Chicago, and of the road from said station to the junction with the Joliet and Chicago Railroad: also, payment of the principal and interest of \$143,000 bonds outstanding, secured by mortgage on the Akron Branch, said lessee agreeing to pay as rental therefor \$1,380,000 per annum, payable quarterly, being 7 per cent. interest on \$19,714,286 stock of the lessor; the sum of \$1,083,000 annually, being the interest and sinking fund on the bonded debt; and further, pay all taxes and expenses of keeping up the organization of the lessor, and the agencies in New York for the transfer and registry of bonds. Lease to take effect July 1, 1869.

The Pittsburgh, Fort Wayne and Chicago Railway Company also sold, assigned and transferred to said lessee its leases and agreements, as follows:

The lease of the *New Castle and Beaver Valley Railroad*, dated June 29, 1865.

The lease of the *Lawrence Railroad*, dated June 21, 1869.

The lease of the *Massillon and Cleveland Railroad*, dated June 22, 1869.

The agreement and contract made with the Cleveland and Pittsburgh Railroad Company, dated December 15, 1862, and amendment, dated February 16, 1866.

The lessee assumed the carrying out of the various contracts made by lessor with other companies in relation to operation, business, etc., of their respective roads, agreeing to keep up, maintain and operate said railways hereby leased, and pay all damages, liabilities, claims, etc., arising out of the possession and management thereof, saving the lessor harmless in all respects.

November 4, 1869, this company and the Pennsylvania Railroad Company sold and transferred to the Cleveland, Mt. Vernon, Columbus and London (now Cleveland, Mt. Vernon and Delaware) Railroad Company the *Cleveland, Zanesville and Cincinnati Railroad*, and also assigned to it the lease of the Massillon and Cleveland Railroad. [See page 116.]

ROCKY RIVER RAILROAD COMPANY.

Certificate of organization filed with Secretary of State February 20, 1867 (Record of Incorporations No. 4, p. 164.) Road constructed from Cleveland to Rocky River—all in Cuyahoga county—is of the nature of a street railroad, carrying principally passengers, connecting at the city limits of Cleveland with a street railroad worked by horse-power.

SANDUSKY, MANSFIELD AND NEWARK RAILROAD COMPANY.

This company, as now organized, and its line of road from Sandusky to Newark—116.25 miles—is the result of four separate original corporations.

The Monroeville and Sandusky City Railroad Company was created by act of March 9, 1835 (33 O. L., 387), vested with the right to construct a road from Monroeville to Sandusky; amendatory act of March 20, 1841 (39 O. L., 60), authorized the company to extend its line from Monroeville, so as to connect the same with the Mansfield and New Haven Railroad at Paris, or some intermediate point, as might mutually be agreed upon between the companies.

March 12, 1836 (34 O. L., 452), the Mansfield and New Haven Railroad Company was incorporated, with the right to construct a railroad from the town of Mansfield to the village of New Haven, to intersect the railroad from New Haven to Monroeville.

The act of March 11, 1843 (41 O. L., 63), directed the sale of the Monroeville and Sandusky City Railroad, authorizing its purchase by the Mansfield and New Haven Railroad Company, if the highest bidder; in which case the rights and immunities of that company were to extend from Mansfield to Sandusky, and it thereafter be entitled and known as the Mansfield and Sandusky City Railroad Company. Under the authority and provisions of this act the Mansfield and New Haven Railroad Company made the purchase, and assumed the name prescribed.

By act of March 12, 1845 (43 O. L., 415), the Columbus and Lake Erie Railroad Company was incorporated, with power to construct and maintain a railroad from Columbus to Mansfield, or some point on the Mansfield and New Haven or the Mansfield and Sandusky City Railroad, at which point a connection may be made, on terms to be agreed upon.

By virtue of an agreement, the road of this company was taken possession of January 1, 1851, and operated by the Mansfield and Sandusky City Railroad Company, and the following June a contract of lease was entered into, which became null and void by the consolidation January 1, 1854, under articles dated November 23, 1853—(Record of Incorporations No. 1, p. 134, office of Secretary of State)—of the Columbus and Lake Erie with the Mansfield and Sandusky City and the Huron and Oxford Railroad Companies as the Sandusky, Mansfield and Newark Railroad Company. The capital stock of the consolidated company to be \$2,500,000, of which \$1,350,000 was to be divided to the stockholders of the several companies as follows: to the Mansfield and Sandusky City Company, \$900,000; to the stockholders of the Columbus and Lake Erie Company, \$350,000—this sum being an excess over the stock of said company, said increase to be distributed among the stockholders in proportion to the amount held by each therein; and to the Huron and Oxford Company, \$100,000.

The debts and liabilities of the respective corporations to be assumed by and become the debts of the new company, the debts of the Huron and Oxford Company being guaranteed not to exceed \$100,000.

The said corporations to contribute to the new company the roads, real estate, buildings, assets, and claims, and property of every description belonging to each respectively; and the existing leases of the Columbus and Lake Erie and the Huron and Oxford Railroad Companies to the Mansfield and Sandusky City Railroad Company to be surrendered and canceled. The agreement was submitted to the stockholders of each of the said corporations and duly ratified December 29, 1853.

The Huron and Oxford Company was incorporated by act of February 27, 1846 (44 O. L., 195), constructed a road from Huron to Oxford township, 8 miles, all in Erie county, where it connected with the road of the Mansfield and Sandusky City Railroad Com-

ppany, and by which company it was operated as soon as completed, under lease, until the consolidation named of the three companies.

The new consolidated company became embarrassed, and suit was brought in the Court of Common Pleas of Erie county by Henry Grinnell and others against it for the foreclosure of the several mortgages made by the several companies originally constituting the same, and a receiver was appointed. A plan of reorganization and capitalization was agreed upon by a large majority of the stock and debts in interest, and April 8, 1856, "an act for the relief of the stockholders and creditors" was passed (53 O. L., 105), which made it the duty of the court ordering or decreeing the sale of the railroad, fixtures, rolling stock, and other property of said company, under the suit then pending, and to facilitate a compromise and adjustment, "further to order and decree that the corporate franchises of said company shall, by virtue of the sale so to be made, pass to and vest in the purchasers."

May 30, 1856, the court entered judgments in the case, and ordered a sale of the road, property, etc., and the same was sold July 22, 1856, to three trustees, who purchased for the benefit of the stockholders and creditors, parties to the plan of reorganization. The sale was approved and confirmed by the court July 24, and July 26, 1856, the company was reorganized. March 29, 1865, a deed of conveyance was made by the old to the new company.

February 13, 1869, a contract was entered into by and between the Sandusky, Mansfield and Newark, the Central Ohio, and the Baltimore and Ohio Railroad Companies, by which the Central Ohio Railroad Company leased the road and property of the Sandusky, Mansfield and Newark Railroad Company for the term of 17 years and 5 months from July 1, 1869, with the option of continuing the same for 20 years thereafter, and for further terms of like duration, agreeing to maintain and operate the road, keep up and increase the rolling stock, etc., as the business may require, so as to build up the local business, and to treat the road as part of its own line for through traffic, adjusting rates so as to secure its fair share thereof.

The lessee agreeing to pay as rent \$174,350 yearly, in half-yearly payments; all taxes not exceeding 4 per cent. on the annual gross earnings—any excess to be paid by the Sandusky, Mansfield and Newark Company; to pay all current and running expenses incident to operating the road, and all damages and expenses arising or accruing therefrom under the terms of the lease. The lessor to keep up its organization during the continuance of the lease, and protect the lessee in the enjoyment and use of the property, rights, and franchises of the company.

It was agreed that if a road from Newark south to the coal fields was built during the term of the lease, or any extension thereof, the lessee should receive and transport over or to any point of the road hereby leased all traffic received from or for said southern road; out of the gross earnings arising therefrom to receive 70 per cent., the remaining 30 per cent. to be equally divided between the two companies.

No assignment of the lease, or of any rights under it, to be made without the consent of the Sandusky, Mansfield and Newark Railroad Company, made in writing; but this not to prohibit the lessee from making any agreement with the Baltimore and Ohio Railroad Company, in respect to operating the road hereby leased, it may deem advisable.

The Baltimore and Ohio Railroad Company guarantee the faithful performance by the lessee of all the conditions of the contract.

January, 1, 1872, the company leased the Newark, Somerset and Straitsville Railroad for the term of 14 years and 8 months from and after April 1, 1872; the Baltimore and

Ohio Railroad Company to equip and operate the same, paying all expenses incident thereto, and pay the Newark, Somerset and Straitsville Railroad Company 30 per cent. of the gross earnings of the road, out of which the payment of interest on the bonded debt, \$800,000, is secured, being \$56,000 per annum, "in coin." Lease renewable at the end of first term for 20 years additional, and so on from time to time; twelve months' notice to be given, previous to the expiration of any term, of a desire to surrender the same by the Baltimore and Ohio Railroad Company.

TOLEDO, CANADA SOUTHERN AND DETROIT RAILWAY COMPANY.

This company was formed by consolidating, under articles of agreement dated May 29, 1872, and filed with the Secretary of State of Ohio July 15, 1872 (Record of Incorporations No. 10, p. 328), [affirmatory certificate of July 19 filed August 1—Record No. 1, p. 106], the Detroit and State Line Railroad Company of Michigan, organized February 21, 1872, and the Junction Railway Company of Ohio; termini, Toledo and Detroit, 58 miles.

The latter company filed its certificate in the office of the Secretary of State March 8, 1872 (Record No. 9, p. 541), to construct a railroad from the northerly line of the State of Ohio, in Manhattan township, to Toledo, seven miles, all within the county of Lucas.

Annual returns made by the company June 30, 1874, show the entire line laid with rail, but no report has yet been made to the commissioner of the operations thereon.

TOLEDO AND MAUMEE NARROW-GAUGE RAILROAD COMPANY.

The certificate of organization of this company was filed with the Secretary of State May 16, 1873 (Record of Incorporations No. 12, p. 337), to construct a railroad from Toledo to Maumee, all in Lucas county, seven and one-half miles. It is 36-inch gauge, and intended especially for suburban traffic.

TOLEDO AND STATE LINE RAILROAD COMPANY.

The organization of this company, which filed the required certificate thereof in office of Secretary of State June 20, 1872 (Record of Incorporations No. 10, p. 251), was rendered necessary from the undertaking by the Pennsylvania Company to complete and operate the road from Tiffin to Toledo, under a contract with the Tiffin, Toledo and Eastern Railroad Company, which latter company, by contract with trustees representing the city of Toledo, had assumed to build the Toledo and Woodville Railroad. But it was found their contracts were very complicated, and required the construction of road-bed, etc., of the five miles between the city line and the State line north of Toledo, which was not covered by any charter then existing.

The link thus constructed secures a connection between the Toledo, Tiffin and Eastern Railroad and the Toledo, Canada Southern and Detroit Railway, and in conjunction therewith perfects a line into Michigan and Canada.

In pursuance of the stipulations of a contract entered into September 9, 1872, the Pennsylvania company having furnished all the money and made all expenditures, on its own account and through its own agents, necessary to the furnishing and providing of the right of way, and to grade, bridge, tie and fence the Toledo and State Line Railroad, this company, as full consideration thereof, transferred and paid the whole of its capital stock, amounting to \$100,000, to, and now holds the property in trust for, the Pennsylvania company, for the uses and purposes of a railroad.

Subsequently, and in addition, the Pennsylvania company furnished the iron, spikes,

etc., necessary to lay the superstructure over the greater portion of the line—4.17 miles—and provided depot property in Toledo; but for this expenditure no compensation has been, or is to be, made by this company.

August 5, 1874, a lease for a term of 999 years was executed to the Pennsylvania company of the franchises and property of this company, whereby that company was vested with all the rights, privileges and profits accruing therefrom; conditioned upon its obligation to pay all taxes and assessments imposed upon said property, or accruing by reason of the operating of said railroad, and the further payment of an annual rental of one dollar to this company.

TOLEDO, TIFFIN AND EASTERN RAILROAD COMPANY.

The Columbus, Tiffin and Toledo Railroad Company filed its certificate of organization with the Secretary of State August 21, 1867 (Record of Incorporations No. 4, p. 445), to construct a road from Columbus to Toledo.

September 23, 1871, a copy of decree of Seneca County Common Pleas Court, June 8, 1870, was filed (Record No. 9, p. 151.) changing the name to The Baltimore and Ohio, Toledo and Michigan Railroad Company; and the termini of road to be constructed: the northern from Toledo northwardly to a point on the north line of Washington township, in Lucas county, and the southern to Lexington, Richland county, via Crestline.

There was also filed, same date (Record No. 9, p. 155), copy of decree of same court, September 9, 1871, changing name of company from The Baltimore and Ohio, Toledo and Michigan, to "The Toledo, Tiffin and Eastern Railroad Company."

Under provisions of act of May 4, 1869 (66 O. L., 83), the city of Toledo contracted with the Mansfield, Coldwater and Lake Michigan Railroad Company and this company to build the "Toledo and Woodville Railroad," issued therefor bonds of the city for \$425,000, and March 18, 1873, leased the road to said contractors for the term of 999 years, the lessees to pay "as rent for the said demised premises during the continuance of the whole term aforesaid a sum equal in amount to any and every dividend which may at any time be earned or declared upon the preferred stock of the Toledo, Tiffin and Eastern Railroad, upon shares thereof amounting in the aggregate to \$400,000, * * * but the said rent shall not exceed the sum of 7 per cent. per annum upon said sum of \$400,000." The lessees or their assigns shall grant to the Atlantic and Lake Erie Railway Company the right of joint occupancy with said lessees and their assigns of said Toledo and Woodville Railroad during the continuance of said term, and also of the railway bridge which said lessee, as one condition of the lease aforesaid, agrees to construct from the terminus of said road on the southerly side of the Maumee river to the northerly side thereof and of the passenger depot buildings, upon such terms as they may agree upon.

This company has included the Toledo and Woodville Railroad in the mortgage securing its bonded debt, treating it, in fact, as a part of its own road. The line has been completed from Tiffin to Toledo, 43 miles, including the "Toledo and Woodville Railroad," and is, with the road of the Mansfield, Coldwater and Lake Michigan Railroad Company, under lease for 999 years to the Pennsylvania Company, by whom they are operated in connection with its other lines.

TOLEDO, WABASH AND WESTERN RAILWAY COMPANY.

This line of railway, intended by its projectors to form a direct and continuous route, under one official management, from Toledo, Ohio, to the Mississippi river, passes through the States of Ohio, Indiana, and Illinois. It was deemed best to organize a distinct cor-

poration in each of the States named, and accordingly the Toledo and Illinois Railroad Company filed a certificate of incorporation with the Secretary of State of Ohio April 25, 1853 (Record of Incorporations No. 1, p. 79), for the purpose of building a railroad from Toledo to the western boundary line of the State, in Harrison township, Paulding county.

August 19, 1853, the Lake Erie, Wabash and St. Louis Railroad Company filed articles of association with the Secretary of State of Indiana for construction, etc., of a railroad from a point on the east line of Allen or DeKalb county, down the valleys of Little and Wabash rivers, through the counties of De Kalb, Allen, Whitley, Huntington, Wabash, Miami, Cass, Carroll, Tippecanoe, Fountain, Warren, and Vermillion, to a point on the west line of Indiana, in the general direction of Danville, Illinois; proposed length, 190 miles.

Under agreement dated June 25, 1856, these two companies consolidated, taking the name of Toledo, Wabash and Western Railroad Company. Articles filed with the Secretary of State of Ohio August 4, 1856 (Record No. 1, p. 332), and of Indiana, September 23, 1856. The capital stock of the two companies to be merged in the new company share for share, and all property, rights, etc., etc., and all the debts and liabilities of each to vest in the consolidated company.

The new company being unable to meet its obligations, suits for foreclosure of mortgages and sale of road were brought in the United States Court of the Northern District of Ohio April 13, 1858, and May 23 following in the United States Court of the District of Indiana, which resulted in the dissolution of the consolidation.

July 13, 1858, the former court entered a decree against the *Toledo and Illinois Railroad Company et al.*, and an order of sale of mortgaged property in default of payment, which not having been made as required, the road, including all the property of the company in Ohio, whether real, personal, or mixed, right of way, franchises, etc., was sold October 7 by the United States Marshal and special master commissioner, and purchased by Azariah Boody for the sum of \$800, subject to the mortgages. October 8, 1858, the court confirmed the sale, and in pursuance of its order a deed was executed to the purchaser on the same date.

By virtue of a decretal order of the United States Court for the District of Indiana, issued in the case against the *Lake Erie, Wabash and St. Louis Railroad Company et al.* August 25, 1858, the United States Marshal and special commissioner sold its road, property, etc., in Indiana October 5, 1858, to Azariah Boody for the sum of \$1,000, subject to mortgages. The sale was confirmed by court, and a deed ordered and duly executed on the same date.

Prior to the sales above named, the creditors and stockholders of the Toledo, Wabash and Western Railroad Company had entered into a plan looking to a partial restoration of their interests in the property decreed to be sold, by a readjustment—the stockholders of the company conceding 75 per cent. of their stock (about three and one-fourth millions) and the minor bondholders and other creditors about one million. Accordingly two new companies were organized. The Toledo and Wabash Railroad Company filed its articles of incorporation July 10, 1858, with the Secretary of State of Ohio (Record No. 1, p. 467), for the purchase of the road in Ohio, the Wabash and Western Railroad Company filing articles of association with the Secretary of State in Indiana September 27, 1858, for the purchase of the part of the road in that State.

The purchases named were made in the interest of these newly organized companies, and were, on the same dates as purchased, conveyed to them by the purchaser at the judicial sales.

Articles consolidating these two companies, under the name of the Toledo and Wabash Railway Company, dated October 7, 1858, were filed with the Secretary of State of Indiana December 9, and of Ohio December 15, 1858 (Record of Incorporations No. 1, p. 488), by which the capital stock issued, property, indebtedness by mortgage bonds, etc., of the two parties thereto, were agreed to be of equal relative value, and to be on an equal basis, the capital stock of each to be estimated at its par value; the debts, liabilities, etc., of the two companies to be assumed by, and their rights, franchises, property, etc., to vest in the consolidated company.

Articles of consolidation, bearing date May 29, 1865, by and between above-named Toledo and Wabash Railway Company, the Great Western Railroad Company of 1859 (of Illinois), its line extending from the Indiana State line to Merodasia, Illinois, 175 miles, with a branch from Bluffs to Naples, 4 miles; the Quincy and Toledo Railroad Company (of Illinois), Merodasia to Camp Point, 34 miles, and the Illinois and Southern Iowa Railroad Company of Illinois, Clayton to Carthage, 29 miles, were filed June 30, 1865, with Secretary of State of Illinois, of Indiana, July 3, and July 6, 1865, with Secretary of State of Ohio (Record No. 3, p. 91), consolidating their roads, property, and capital stock into one company, upon the following basis:

The Toledo and Wabash Railway Company—That its capital is \$10,000,000, composed of \$3,400,000 first mortgage bonds, \$2,500,000 second mortgage bonds, \$600,000 convertible equipment bonds, \$1,000,000 convertible preferred stock, and \$2,500,000 common stock.

The Great Western Railroad Company of 1859—That its capital is \$7,400,000, being \$2,500,000 first mortgage bonds (of which \$1,150,000 are in the hands of a trustee to take up an issue of \$1,000,000 ten per cent. bonds maturing in 1868, the remainder to be used in retiring \$1,350,000 seven per cent. bonds maturing in 1865), \$2,500,000 second mortgage bonds, and \$2,400,000 of stock; this company also to pay the sum of \$780,300 in cash to the consolidated company, that being amount estimated by appraisers appointed for the purpose required to place its road in equal condition with the Toledo and Wabash Railway, etc., etc., and assigning to the consolidated company, to indemnify for extra interest and expenses, all of its first mortgage bonds remaining in the hands of the trustee after retiring the \$1,000,000 ten per cent. bonds due in 1868.

The Quincy and Toledo Railroad Company—That its capital is \$776,000—\$500,000 seven per cent. first mortgage bonds, bearing interest from November 1, 1865, and \$276,000 stock.

The Illinois and Southern Iowa Railroad Company—That its capital is \$300,000 first mortgage bonds and \$10,000 of stock.

The name of the consolidated company to be the *Toledo, Wabash and Western Railway Company*; and all rights, franchises, property, real, and personal, debts, etc., of the respective companies named, parties thereto, to vest in, and the bonds and other debts before specified, in the manner and extent specified, and not otherwise provided for in the agreement, to be protected by it.

An agreement of consolidation entered into October 6, 1868, and June 3, 1869, by and between the Toledo, Wabash and Western Railway Company and the Decatur and East St. Louis Railroad Company (of Illinois), its line extending 108 miles, was filed with the Secretaries of State (of Indiana, August 8, of Illinois, August 9, and of Ohio, August 10, 1870 (Record No. 7, p. 499), by which they consolidated their roads, property, and rights, so as to become one corporation.

Conditions: That the Decatur and East St. Louis Railroad Company complete its road from Decatur to the bank of the river at East St. Louis, on the basis of \$10,000 for every mile thereof built, completed, and equipped as a first-class road, equal to the Western

Division of the Toledo, Wabash and Western Railway, with necessary depots, etc., and an equipment of at least ten locomotives, two hundred box freight cars, six passenger and four baggage and mail cars: said \$40,000 per mile to be represented by bonds to the extent of \$25,000 and stock \$15,000 per mile, to be issued by the company building the road, the bonds to be assumed by and the stock exchanged for stock of the Toledo, Wabash and Western Railway Company. All rights, franchises and privileges, property, appurtenances, etc., of every description, debts, dues, and demands of the two companies to vest in the new and consolidated *Toledo, Wabash and Western Railway Company*.

Roads under lease report for the year ending June 30:

Hannibal and Naples, Illinois	52 miles.
Pekin, Lincoln and Decatur, Illinois.....	67.2 "
Lafayette, Bloomington and Mississippi.....	80.3 "
Lafayette, Muncie and Bloomington, Indiana	36.4 "

The Toledo, Wabash and Western Company pay expenses, and guarantee interest on the bonded debt; the surplus of earnings, if any, goes to the stockholders of the roads respectively.

VALLEY RAILWAY COMPANY.

August 21, 1871, a certificate of the organization of this company was filed with the Secretary of State (Record of Incorporations No. 9, p. 102) to construct a railroad from Cleveland to Bowerston, in the township of Monroe, Harrison county, passing through the counties of Cuyahoga, Summit, Stark, Tuscarawas, Carroll and Harrison.

In compliance with a petition filed with the Clerk of the Court of Common Pleas of Cuyahoga county, a decree was issued May, 1873, authorizing an extension of said railroad from Bowerston, the southern terminus specified, passing through the counties of Harrison and Jefferson to Martin's Ferry, in Belmont county, making proposed length 130 miles.

The grading, bridging, and masonry of about forty-two miles of the line between Cleveland and Canton is completed, and the cross-ties are purchased. Since previous report, the location of the line has been extended from Canton to a junction with the surveys of the Wheeling and Lake Erie Railroad, in Fairfield township, Tuscarawas county, 73.80 miles from Cleveland. The company report \$70,000 expended for construction the past year, and hope to make such financial arrangements as will enable it to complete and equip the road without delay.

WHEELING AND LAKE ERIE RAILROAD COMPANY.

This company filed its certificate of organization with the Secretary of State April 6, 1871 (Record of Incorporations No. 8, p. 348) to build a railroad from a point in Pease township, Belmont county, at the corporation line of Wheeling, West Virginia, to Toledo, Ohio, 198 miles, and a supplementary certificate, March 26, 1874 (Record No. 13, p. 422) of change of route, so as to pass through Lorain county, in order to avoid difficult curves, grades, etc.

The right of way over most of the line has been donated, together with necessary grounds for depots, shops, side-tracks, etc. Thirty miles is reported as graded to 30th June last.

THE SEVERAL ACTS

CONFERRING AUTHORITY ON THE COMMISSIONER, DEFINING DUTIES OF THE OFFICE,
WITH DATE OF PASSAGE, AND REFERENCE TO PAGE WHERE FOUND IN OHIO LAWS.

AN ACT to provide for the appointment of a Commissioner of Railroads and Telegraphs,
and to prescribe his duties.

[1867, April 5, p. 111, Vol. 64.]

SECTION 1. *Be it enacted by the General Assembly of the State of Ohio*, That there shall be appointed by the governor, by and with the advice and consent of the senate, within fifteen days after the passage of this act, a person to be styled the Commissioner of Railroads and Telegraphs, who shall hold his office for the period of two years, and until his successor is appointed and qualified. The person who is so appointed shall be an elector of this state, and shall have no official connection with any railroad, nor during the term of his office own or be interested in the stock, bonds, or other property, or in the employ of any railroad. In case of vacancy by death, resignation, removal from the state, or otherwise, the governor shall fill the vacancy and report the name of such appointee to the senate, if in session, and if not, within ten days after the commencement of the next session, who, by the advice and consent of the senate, shall hold his office for the full term of two years, as hereinbefore provided, from the day of his appointment: Provided, that if the governor shall at any time become satisfied that the commissioner is inefficient or derelict in the discharge of the duties of his office, or in any way uses the advantage of his position for personal ends, to the disadvantage of the public interest, he is hereby authorized and required, by and with the advice and consent of the senate, if it be in session, to remove the said commissioner from office; and if the senate be not in session, to suspend him from the discharge of the duties of said office, temporarily filling the vacancy as provided for in this section, and reporting the facts to the senate when in session.

SEC. 2. Before entering upon the discharge of the duties of his office, said commissioner shall take an oath or affirmation to support the constitution of the United States and of this State, and to faithfully and honestly discharge his duties as such commissioner, and that he is not an officer, stockholder, or employé of any railroad, or in any way interested therein; or stockholder, officer, or employé of any express or freight company doing business on any of the railroads of this state, or interested therein; or a stockholder, officer, or employé of any telegraph company operating in this state.

SEC. 3 [as amended April 8, 1871, (68 O. L., 55)]. He shall receive for his services three thousand dollars per annum, and be furnished with an office, office furniture and stationery, at the expense of the state. He shall have power to employ a clerk to perform such duties as may be assigned by him, to be paid out of the State treasury, at the rate of twelve hundred dollars per annum.

SEC. 4. Said railroad commissioner shall have the right of passing, in the performance of his duties, on all the railroads in this state, and upon all the trains, and any part thereof, free of charge.

SEC. 5. It shall be the duty of such commissioner, whenever it shall come to his knowledge, either upon complaint or otherwise, or he shall have reason to believe that any of the officers, employes, or agents of any railroad in this State are violating any of the laws of this state relating to railroads, to examine into all such violations; and if such complaint shall be found true, he shall report the same to the governor with his annual report, to be laid before the general assembly. In making such examination, he shall have power to issue subpoena for witnesses and administer oaths. He shall prosecute, or cause to be prosecuted, all violations of any of the laws relating to railroads.

SEC. 6. Whenever the commissioner shall have reasonable grounds to believe, either on complaint or otherwise, that any of the tracks, bridges, or other structures of any railroad in this state are in a condition which renders any of them dangerous, or unfit for the transportation of passengers with reasonable safety, it shall be his duty to inspect and examine the same; and if, on such examination, in his opinion, any of such tracks, bridges, or other structures or works are unfit for the transportation of passengers with reasonable safety, it shall be his duty to give to the superintendent or other executive officer of the company working or operating said defective track, bridge, or other structure, notice of the condition thereof, and of the repairs necessary to place the same in a reasonably safe condition; and may also order and direct the rate of speed of passing trains over such dangerous or defective track, bridge, or other structure, until the said repairs are made, and the time within which such repairs shall be made by the company; and if any superintendent or other executive officer aforesaid, receiving such notice and order, shall willfully neglect, for the period of two days after receiving such notice and order, to direct the proper subordinate officers of the company to run the passenger trains over such defective track, bridge, or other structure at the speed so prescribed by the commissioner; or if any engineer, conductor, or other employe of such company shall knowingly disobey such order, every such superintendent, officer, conductor, or employe shall be deemed guilty of a misdemeanor, and on conviction thereof upon indictment shall be fined in any sum not exceeding five hundred dollars, or be imprisoned in the jail of the county in which said indictment may be found for a period not exceeding one year, or both, at the discretion of the court. And the commissioner shall have power to wholly stop the running of passenger trains over such defective track, bridge, or other structure. If said company shall neglect, or without reasonable cause fail to make said repair within the time prescribed by said commissioner, such company, for each and every day that ensues thereafter, and until said repairs are made, shall forfeit and pay to the state the sum of one hundred dollars.

SEC. 7. All prosecutions against railroad companies, or any officer or employe thereof, for forfeitures, penalties, or fines for the violation of any of the laws relating to said roads or telegraphs, shall be by action in the name of the state of Ohio, and all moneys arising from such suits shall be paid into the state treasury by the prosecuting attorney or commissioner collecting and receiving the same; and prosecuting attorneys shall be entitled to receive from the state treasury, for their services under the provisions of this act, ten per cent. on all moneys by them collected and paid over.

SEC. 8. It shall be the duty of the prosecuting attorneys of the several counties within, into, or through which any railroad is located and worked, upon the application of any person claiming to be aggrieved by violation of the laws of the state, by the superintendents or other executive officer or employe of such road, whereby penalties

have been incurred, upon a careful investigation, and being satisfied that said penalties have been incurred, or upon being instructed and required by the commissioner, to sue for and recover such penalties in the name and for the use of the state of Ohio: Provided, that such prosecuting attorney shall not bring any action at the instance of any private party, unless such party shall first become liable for costs; and in case the state fails in such suit, the costs thereof shall be adjudged against such party.

SEC. 9 [as amended May 13, 1868 (65 O. L., 183)]. It is hereby made the duty of the president or other officer in charge of each and every railroad company having a line of railroad in this state to make an annual report to the commissioner for the year ending on the 30th day of June preceding; which report shall be verified by the oath or affirmation of such president or other officer in charge, and be filed in the office of the commissioner by the 1st day of September in each year, and shall state—

AS TO STOCK AND DEBTS.

- 1st. The amount of capital stock paid in.
- 2d. The amount of capital stock unpaid.
- 3d. The amount of funded debt.
- 4th. The amount of floating debt.

AS TO COST OF ROAD AND EQUIPMENT.

- 5th. Cost of construction.
- 6th. Cost of right of way.
- 7th. Cost of equipment.
- 8th. All other items embraced in cost of road and equipment not embraced in three preceding questions.

Total cost of road and equipment to this date.

AS TO CHARACTERISTICS OF THE ROAD, ETC.

- 9th. Length of single main track laid with iron.
- 10th. Length of double main track.
- 11th. Length of branches, stating whether they have single or double track.
- 12th. Aggregate length of sidings and other tracks not above enumerated.
- Total length of iron embraced in preceding heads.
- 13th. The maximum grade, with its length in main road, and also in branches.
- 14th. The shortest radius of curvature, with length of curve in main road, and also in branches.
- 15th. Total degrees of curvature in main road, and also in branches.
- 16th. Total length of straight line in main road, and also in branches.
- 17th. Number of wooden bridges, and aggregate length in feet.
- 18th. Number of iron bridges, and aggregate length in feet.
- 19th. Number of stone bridges, and aggregate length in feet.
- 20th. Number of wooden trestles, and aggregate length in feet.
- 21st. The greatest age of wooden bridges.
- 22d. The average age of wooden bridges.
- 23d. The greatest age of wooden trestles.
- 24th. The number and kind of new bridges built during the year, and length in feet.
- 25th. The length of road unfenced on either side, and the reason therefor.

- 26th. Number of engines.
- 27th. Number of passenger cars.
- 28th. Number of express and baggage cars.
- 29th. Number of freight cars.
- 30th. Number of other cars.
- 31st. The highest rate of speed allowed by express passenger trains when in motion.
- 32d. The highest rate of speed allowed by mail and accommodation trains when in motion.
- 33d. The highest rate of speed allowed by freight trains when in motion.
- 34th. The rate of fare for passengers charged for the respective classes per mile.
- 35th. The highest rate per ton per mile charged for the transportation of the various classes of freight, through and local.

DOINGS OF THE YEAR.

- 36th. The length of new iron laid during the year.
- 37th. The length of re-rolled iron laid during the year.
- 38th. The number of miles run by passenger trains.
- 39th. The number of miles run by freight trains.
- 40th. The number of passengers (all classes) carried in cars.
- 41st. The number of tons of through freight carried.
- 42d. The number of tons of local freight carried.

EARNINGS FOR THE YEAR.

- 43d. From transportation of passengers.
- 44th. From transportation of freight.
- 45th. From mail and express.
- 46th. From all other sources.
- Total earnings for the year.

EXPENDITURES FOR THE YEAR.

- 47th. For construction and new equipment.
- 48th. For maintenance of way and structures.
- 49th. For maintaining and operating motive power and cars.
- 50th. For transportation expenses, including those of stations and trains.
- 51st. For dividends, rate *per cent.*, and amount.
- 52d. All other expenditures, either for management of road, maintenance of way, motive power and cars, and for other purposes.
- Total expenditures during the year.

58th [53d.] The number and kind of farm animals killed, and amount of damages paid therefor.

59th [54th.] A statement of all casualties resulting in injuries to persons, and the extent and causes thereof, and such other and further information as may be required by the commissioner; but if any company shall be unable to furnish the required information, the reasons therefor shall be given. The commissioner shall prepare and furnish to each railroad company, or to each organization having one or more railroads in charge, and to each telegraph company or chief manager thereof in this state, or having lines in this state, blank forms for making the reports required by this act, which blanks may be so prepared by the commissioner as to obtain the information required by the foregoing inquiries more in detail, or omit such of a historical or permanent character as may have been given in previous reports.

SECTION 10 [as amended April 25, 1873 (70 O. L., 158)]. Every president or other officer in charge of any railroad now doing business or in the course of construction in this state, or of any company organized in this state as provided by section seven of the act entitled "An act regulating railroad companies," passed February 11, 1848, who shall neglect or refuse to make and furnish such report at the time prescribed in section nine of this act, as amended May 13, 1868, or as required by the commissioner, shall forfeit and pay a sum not exceeding one thousand dollars, to be recovered in the name and for the use of the state of Ohio; and he shall be subject to a like penalty for every period of thirty days after the time he shall neglect or refuse to make such report.

SEC. 11 [as amended April 25, 1873 (70 O. L., 158)]. It shall be the duty of the president or chief officer of any telegraph line or company doing business in this state, or in process of construction, to make an annual report of its business to the commissioner of railroads and telegraphs, in such form as such commissioner may direct, for the year ending on the 30th day of June preceding; which report shall be verified by oath or affirmation of such president or officer in charge, and shall be filed in the office of the commissioner by the first day of September in each year. For a refusal or neglect by such officer to make and furnish such report at the time prescribed in this act, the company he represents shall forfeit and pay a sum not exceeding five hundred dollars, to be recovered in the name and for the use of the state of Ohio; and said company shall be subject to a like penalty for every period of thirty days after the time its chief officer shall neglect or refuse to make and file such report.

SECTION 12 [as amended May 13, 1868. 65 O. L., 185]. It shall be the duty of the commissioner aforesaid to make to the governor, on or before the first day of January of each year, a full and accurate report of the condition and affairs of all the railroad and telegraph companies having lines in this state; also of all accidents resulting in injuries to persons and the roads upon which they occurred, and the circumstances and cause thereof, and such other information, suggestions and recommendations as he may deem of advantage to the state. The governor shall cause 2,000 copies of said report to be printed by the printer having the contract for this branch of the public printing, and lay the same before the general assembly in printed form; 600 copies of said report to be bound in muslin and suitably lettered on the back; 2 copies for the use of each member of the general assembly, and 200 copies for the commissioner, the remainder to be covered in brochure covers and distributed as follows: To the general assembly, 1,000 copies; to the commissioner, 200 copies; and the balance to be deposited in the state library for the use and distribution by the librarian, according to law or the resolution of the general assembly.

SEC. 3 [of amendatory act]. The appointment of the clerk of the commissioner shall be evidenced by a certificate of the commissioner, and shall continue during the pleasure of the commissioner; and in the absence or disability of the commissioner, the clerk shall have power to issue subpoena for witnesses and administer oaths in all cases pertaining to the duties of the office.

AN ACT further prescribing the duties of Secretaries of Railroad and Telegraph Companies in the State of Ohio.

[1873, April 24, p. 155, vol. 70.]

SECTION 1. *Be it enacted by the General Assembly of the State of Ohio.* That it shall be and is hereby made the duty of the secretary of each and every railroad company, and of each and every telegraph company now doing business, or whose line is in process of

construction, or which may be hereafter organized within the State of Ohio, within thirty days from and after the passage of this act, or within thirty days after the election of the directors of said company, as provided in section nine of an act to provide for the creation and regulation of incorporated companies in the State of Ohio, passed May 1, 1852 (S. & C., 271), to make out and forward to the commissioner of railroads and telegraphs a statement of the officers and directors of their respective companies, giving the place of residence and post-office address of each; and thereafter, if any change shall occur in the organization of the officers or board of directors of said company, to notify the commissioner of railroads and telegraphs of the fact of such change, and the residence and post-office address of each of said officers and directors.

SEC. 2. That for a failure to comply with the provisions of this act, any company so neglecting for thirty days after the time herein provided shall be subject to the same penalties as attach for neglecting or refusing to make the required annual report to the commissioner of railroads and telegraphs.

SEC. 3. This act shall take effect and be in force from and after its passage.

AN ACT to make more efficient the reports of Railway and Telegraph Companies.

[1873, May 5, p. 276, vol. 70.]

SECTION 1. *Be it enacted by the General Assembly of the State of Ohio*, That whenever the returns of any corporation required to report to the commissioner of railroads and telegraphs are incomplete, defective, or probably erroneous, the commissioner shall notify such corporation thereof, and require it to amend said return within fifteen days. Each corporation shall make its return strictly according to the forms provided. If the corporation find it impracticable to return all the items in detail as required, it shall state the reasons why such details can not be given; but no corporation shall be allowed to plead in excuse for not giving such details that it does not keep its accounts in such a manner as to enable it to do so: Provided, that if the form for said returns and report furnished by the commissioner makes necessary any change or alteration in the present method or form of keeping their accounts, he shall give to said corporations at least thirty days' notice thereof prior to the commencement of the year for which the said changes and additions may be necessary, in order to make the full returns required.

SEC. 2. The commissioner shall have power, personally or by agent under his authority, to examine any railroad officer, agent, or employé, under oath, relative to his stock or pecuniary interest, direct or indirect, in any freight, express, telegraph, sleeping-car, construction, rolling-stock, or other company doing business upon or in connection with the road of which he is such employé; also, to examine into the cause of each accident resulting in loss of life to person or persons; and it is hereby made the duty of the superintendent of each railway in the state to notify said commissioner of such accident, by telegraph immediately upon its occurrence.

SEC. 3. The several railway corporations operating railways in the state shall at all times, on demand, furnish said commissioner any information required by him concerning the condition, management, and operations of the railways under their direction and control respectively, and particularly with copies of all leases, contracts, and agreements for transportation with express companies or otherwise to which they are parties, and also with the rates for transporting freight and passengers upon their railways, and upon those with which their roads respectively have connection in business. A refusal or neglect by any company to comply with the provisions of this act shall subject it to the same penalties as attach for failure to make annual report to said commissioner.

The commissioner, in the discharge of his duties under the provisions of this act, shall have power to subpoena witnesses and administer oaths, and pay the necessary expenses incurred by draft from the contingent fund of his office. And any railroad officer, agent, or employé who shall refuse to answer, under oath, any question or questions to be asked by the commissioner or his agents, by the terms of section two of this act, shall, upon conviction thereof, for the first offense be fined in any sum not less than fifty nor more than five hundred dollars. For each succeeding offense he shall be liable to such fine, and in addition thereto shall be imprisoned in the county jail not less than five nor more than thirty days; and each refusal to answer the same question or questions shall constitute a separate and distinct offense. The property of the railroad company of which the person so convicted is an officer, agent, or employé, shall be liable to be taken in execution to satisfy the fines and costs in such cases. All prosecutions made under the provisions of this act shall be by indictment in the court of common pleas in the county in which such offense is committed; and it is hereby made the duty of the prosecuting attorney of such county, upon complaint of the commissioner, as part of his official duties, to attend to the prosecution of all offenses committed under the provisions of this act.

SEC. 4. This act shall take effect and be in force from and after its passage.

TABULATIONS
FROM
REPORTS OF RAILROAD COMPANIES.

I.—RAILWAY LINES IN OPERATION—MILES.

LINE.	SINGLE MAIN TRACK.	Double track.	Stillings, etc.	Total rail.
Ashtabula, Youngstown and Pittsburgh. Atlantic and Great Western.....	Ashtabula Harbor to Youngstown, Ohio..... Salamanca, N. Y., to Cincinnati, Ohio..... Cleveland, Ohio, to Sharon, Pa..... Niles, Ohio, to New Lisbon, Ohio..... Vienna Junction to Vienna, Ohio..... Meadville, Pa., to Oil City, Pa..... Wadsworth, Ohio, to Silver Creek, Ohio.....	62.60 447.50 81.50 35.60 7.75 33.78 1.554	6.18	68.78
Baltimore and Ohio— Central Ohio Div..... Lake Erie Div..... Chicago Div..... Stratitsville Div..... Chicago and Canada Southern..... Bowling Green..... Cincinnati, Hamilton and Dayton..... Cincinnati, Hamilton and Indianapolis..... Cincinnati and Muskingum Valley..... Cincinnati, Richmond and Chicago..... Cincinnati, Sandusky and Cleveland.....	Bellaire, Ohio, to Columbus, Ohio..... Newark, Ohio, to Sandusky, Ohio..... Chicago Junction, Ohio, to Chicago, Ill..... Newark, Ohio, to Shavance, Ohio..... Grosse Isle, Mich., to Payette, Ohio..... Bowling Green to Tontogany, Ohio..... Cincinnati to Dayton, Ohio..... Hamilton, Ohio, to Indianapolis, Ind..... Morrow to Dresden Junction, Ohio..... Hamilton, Ohio, to Richmond, Ind..... Sandusky, Ohio, to Columbus, Ohio..... Carey, Ohio, to Findlay, Ohio.....	137. 116.25 271. 44. 67.60 5.33 50.927 9.216 98.20 148.44 42. 188.77	189.645 32.23 19.17 27.46 4.15 6.30 .12 53.029 7.691 13.47 2.69	797.329 189.23 135.42 302.46 48.15 73.90 5.45 122.172 105.891 161.91 44.69
Cleve., Col., Cin. and Indianapolis.....	Cleveland, Ohio, to Columbus, Ohio..... Delaware, Ohio, to Cincinnati, Ohio..... Galion, Ohio, to Indianapolis, Ind.....	138. 130.50 203.75	14.39	203.16
Cleveland, Mt. Vernon and Delaware.....	Hudson, Ohio, to Columbus, Ohio..... Clinton, Ohio, to Massillon, Ohio.....	472.25 144.40 12.23	115.50 18.	605.75
Cleveland and Newburgh..... Cleveland and Pittsburgh.....	Cleveland, Ohio, to Newburgh, Ohio..... Cleveland, Ohio, to Pittsburgh, Pa..... Yellow Creek, Ohio, to Bellaire, Ohio..... Bayard, Ohio, to New Philadelphia, Ohio.....	156.63 3.333 149.77 43.25 32.75	17.07	173.70 3.333
		3.	61.50	290.27

Cleveland, Tuscarawas Valley and Wheeling- Columbus, Chicago and Indiana Central	Black River, Ohio, to Trichsville, Ohio..... Columbus, Ohio, to Chicago, Ill..... Bradford Junction, Ohio, to Indianapolis, Ind..... Richmond, Ind., to Anoka Junction, Ind..... Logansport, Ind., to Illinois State line.....	101.14 313.80 104.20 102.30 60.20	..... ..... ..... ..... .....	25.64	126.78
Columbus and Hocking Valley	Columbus, Ohio, to Athens, Ohio..... Logan, Ohio, to New Straitsville, Ohio.....	580.50 76. 13.	7.30	72.50	630.30
Dayton and Michigan	Dayton, Ohio, to Toledo, Ohio.....	89.	.....	23.11	112.11
Dayton and Union	Dayton, Ohio, to Union City, Ind.....	142.	.....	23.18	165.18
Eastern Ohio	Cumberland, Ohio, to Ft. Pleasant, Ohio.....	46.74	.....	1.79	48.53
Indianapolis, Cincinnati and Lafayette	Lafayette, Ind., to Cincinnati, Ohio.....	7.75	.....	.01	7.79
Iron	Ironton, Ohio, to Centre Station, Ohio..... Ironton to Whitwell, Ohio..... Etna Station, Ohio, to Ellison.....	178.50 12.75 1.75 2.	1.50	40.30	220.20
Lake Erie and Louisville	Fremont, Ohio, to St. Mary's, Ohio.....	16.50	.....	2.50	19.
Lake Shore and Michigan Southern	Buffalo, N. Y., to Chicago, Ill..... Elyria Junction to Millbury Junction, Ohio..... Sandusky Junction to Old Depot, Sandusky, O..... Air Line Junction, Ohio, to Elkhart, Ind..... " " " " to Detroit, Mich..... Lawrence Junction, Mich., to Jackson, Mich..... " " " " to Monroe, Mich..... White Pigeon, Mich., to Grand Rapids, Mich..... Jonesville, Mich., to Adrian, Mich..... Palmira Junction to North Lausang, Mich..... Ashabula Harbor, Ohio, to Oil City, Pa..... Andover, Ohio, to Youngstown, Ohio..... Tyrrell Hill, Ohio, to Vienna, Ohio..... Coalburgh, Ohio, to New York, Ohio..... Dunkirk, N. Y., to Junction D. A. V. & P. R. R.....	86.98 540.37 72.96 3.74 130.70 62.29 41.90 29.50 94.68 61.14 5.33 89.70 38. 2.60 .98 1.50	..... ..... ..... ..... ..... ..... ..... ..... ..... ..... ..... ..... ..... ..... ..... .....	..... ..... ..... ..... ..... ..... ..... ..... ..... ..... ..... ..... ..... ..... ..... .....	90.91
Lawrence	Lawrence Junction, Pa. to Youngstown, Ohio..... Youngstown to Foster Coal Mines.....	1,175.39 17.98 4.06	230.80	432.75	1,838.94
Mansfield, Coldwater and Lake Michigan	Mansfield, Ohio, to Tiffin, Ohio.....	92.04	.....	3.20	25.24
Marietta and Cincinnati	Cincinnati, Ohio, to Bellepre, Ohio..... Bellepre to Marietta, Ohio..... Scott's Landing, Ohio, to Main Line Junction..... Blanchester, Ohio, to Hillsboro, Ohio.....	44. 192.55 11.11 31.20 21.	..... ..... ..... .....	1.832	45.832

I.—RAILWAY LINES IN OPERATION—MILES—Continued.

LINE.	SINGLE MAIN TRACK.	Double Track.	Sidings, etc.	Total rail.
Marietta and Cincinnati.....	Portsmouth, Ohio, to Hamden, Ohio..... 56.	9.06	61.10	382.02
Marietta, Pittsburg and Cleveland.....	Marietta, Ohio, to Canal Dover, Ohio.....	.....	8.	108.50
Ohio and Mississippi.....	Cincinnati, Ohio, to East St. Louis, Ill..... 340.	.....	.....	.....
	North Vernon, Ind., to Jeffersonville, Ind..... 53.	.....	.....	.....
	Shawneetown, Ill., to Beardstown, Ill..... 228.	.....	.....	.....
Ohio and Toledo.....	Carrollton, Ohio, to Minerva, Ohio.....	.....	80.62	701.62
Falmesville and Youngstown.....	Fairport, Ohio, to Youngstown, Ohio.....	.....	15.	15.
Pittsburgh, Cincinnati and St. Louis.....	Pittsburgh, Pa., to Columbus, Ohio..... 192.30	.....	7.20	69.
	Cadiz Junction, Ohio, to Cadiz, Ohio..... 8.10	.....	.....	.....
	Columbus to Cincinnati, Ohio..... 120.40	.....	.....	.....
	Xenia, Ohio, to Springfield, Ohio..... 19.30	.....	.....	.....
	Xenia, Ohio, to Richmond, Ind..... 56.20	.....	.....	.....
Pittsburgh, Ft. Wayne and Chicago.....	Pittsburgh, Pa., to Chicago, Ill.....	41.10	76.90	514.30
Rocky River.....	Cleveland, Ohio, to Rocky River, Ohio.....	57.10	131.50	656.90
Toledo, Canada Southern and Detroit.....	Toledo, Ohio, to Detroit, Mich.....	.....	36	5.89
Toledo and Maumee Narrow Gauge.....	Toledo, Ohio, to Maumee City, Ohio.....	.....	6.	60.50
Toledo, Tiffin and Eastern.....	Toledo, Ohio, to Tiffin, Ohio.....	.....	50	8.
Toledo, Wabash and Western.....	Toledo, Ohio, to Quincy, Ill..... 43.06	.....	3.54	46.60
	Clayton, Ill., to Keokuk, Iowa..... 41.10	.....	.....	.....
	Bluffs, Ill., to Naples, Ill..... 3.80	.....	.....	.....
	Decatur, Ill., to East St. Louis, Ill..... 110.	.....	.....	.....
	Lafayette, Ind., to Bloomington, Ill..... 116.70	.....	.....	.....
	Decatur, Ill., to Pekin, Ill..... 67.20	.....	.....	.....
	Naples, Ill., to Hannibal, Mo..... 46.	.....	.....	.....
	Maysville, Ill., to Pittsfield, Ill..... 6.	.....	.....	.....
White Water Valley.....	North Bend, Ohio, to Hagerstown, Ind.....	.....	122.03	986.43
		.....	6.851	78.551
Totals.....	8,219.074	381.076	1,705.868	10,306.018

II.—RAILWAY LINES IN PROGRESS.

COMPANY.	LENGTH OF LINE—MILES.		CAPITAL STOCK.		
	Proposed.	Graded.	Authorized.	Subscribed.	Paid in.
Chicago and Atlantic Railway	432.	26.	\$7,000,000	\$425,500	\$235,000 00
Cincinnati Railway Tunnel	12.50	2.	2,000,000	^d	403,750 00
Columbus and Toledo Railroad	121.70	None.	2,500,000	1,024,550	73,235 00
Columbus and Ohio Railway	400.	30.	15,000,000	^d	14,900 00
Michigan and Ohio Railway	130.	42.30	3,000,000	925,300	671,006 49
Valley Railway	193.	30.	8,700,000	645,850	35,072 00
Wheeling and Lake Erie Railroad.....	1,294.20	130.30	\$38,200,000	\$3,025,200	\$1,403,563 49

COMPANY.	DEBT.		Total paid in stock and debt.	CONSTRUCTION ACCOUNT.	
	Funded.	Other.		Total.	Increase for year.
Chicago and Atlantic Railway .....	.....	\$9,346 72	\$244,346 72	\$94,190 72	.....
Cincinnati Railway Tunnel	\$49,000 00	8,044 91	520,794 91	728,255 72	\$171 32
Columbus and Toledo Railroad .....	.....	45,060 84	118,295 84	114,107 54	5,964 39
Michigan and Ohio Railway .....	.....	24,608 11	39,508 11	39,508 11	24,208 11
Valley Railway .....	.....	170,318 23	841,924 72	830,137 59	127,187 89
Wheeling and Lake Erie Railroad.....	4,900 00	35,961 05	75,933 05	75,933 05	30,268 32
	\$53,900 00	\$293,339 86	\$1,840,803 35	\$1,882,702 73	\$157,800 03

^d Not reported.

III.—LINE OWNED IN OHIO—MILES.

No.	COMPANY.	SINGLE TRACK.			Double track.	Sidings, etc.	Double gauge.	Total rail.
		Main line.	Branches.	Total.				
1	Ashland, Youngstown and Pittsburgh Railroad	62.60	.....	62.60	.....	6.18	.....	68.78
2	Atlantic and Great Western Railroad	246	1,554	247,554	.....	46,877	.....	294,431
3	Atlantic and Lake Erie Railway	7.30	.....	7.30	.....	.50	.....	7.80
4	Baltimore, Pittsburgh, and Chicago Railway	110.35	.....	110.35	.....	10.01	.....	120.36
5	Baltimore Short Line Railway	30.33	.....	30.33	.....	5.69	.....	36.02
6	Bowling Green Railroad	5.33	.....	5.33	.....	.12	.....	5.45
7	Central Ohio Railroad	*137	.....	137	.....	32,233	.....	132,233
8	Chicago and Canada Southern Railway	4.50	.....	4.50	.....	.30	.....	4.80
9	Cincinnati and Baltimore Railroad	5.60	.....	5.60	.....	3.70	.....	14.90
10	Cincinnati, Hamilton and Dayton Railroad	59.927	.....	59.927	9,216	27,615	955,414	182,172
11	Cincinnati, Hamilton and Indianapolis Railroad	19	.....	19	.....	.907	.....	19,907
12	Cincinnati and Indiana Railroad	20.50	.....	20.50	1.50	9.30	.....	31.30
13	Cincinnati and Muskingum Valley Railroad	148.44	.....	148.44	.....	13.47	.....	161.91
14	Cincinnati, Richmond and Chicago Railroad	36	.....	36	.....	2.69	.....	38.69
15	Cincinnati, Sandusky and Cleveland Railroad	152.99	15.51	168.50	.....	15.96	.....	184.46
16	Cincinnati and Springfield Railway	48.80	.....	48.80	.....	10.21	.....	59.01
17	Cincinnati and Whitewater Valley Railroad	2.10	.....	2.10	.....	.40	.....	2.50
18	Cleveland, Columbus, Cincinnati and Indianapolis Railway	307.75	.....	307.75	18	72.45	.....	398.20
19	Cleveland and Mahoning Valley Railway	67	56.35	123.35	.....	31.456	63,016	217,822
20	Cleveland, Mt. Vernon and Delaware Railroad	144.04	3.62	147.66	.....	15	.....	162.66
21	Cleveland and Newburgh Railroad	3.333	.....	3.333	.....	.....	.....	3.333
22	Cleveland and Pittsburgh Railroad	184.77	.....	184.77	3	53	.....	240.77
23	Cleveland, Tuscarawas Valley, and Wheeling Railway	101.14	.....	101.14	.....	25.64	.....	126.78
24	Columbus, Chicago and Indiana Central Railway	135.90	.....	135.90	.....	24.20	.....	160.10
25	Columbus and Hocking Valley Railroad	76	13	89	.....	23.11	.....	112.11
26	Columbus, Springfield and Cincinnati Railroad	44.37	.....	44.37	.....	2	.....	46.37
27	Columbus and Xenia Railroad	54.42	.....	54.42	.....	13.72	.....	68.14
28	Dayton and Michigan Railroad	140.714	.....	140.714	.....	23.18	.....	163,894
29	Dayton and Union Railroad	31.74	.....	31.74	.....	1.79	.....	33.53
30	Eastern Ohio Railroad	7.75	.....	7.75	.....	.04	.....	7.79
31	Gallipolis, McArthur and Columbus Railroad	2.34	.....	2.34	.....	.....	.....	2.34
32	Harrison Branch Railroad	7.003	.....	7.003	.....	.491	.....	7.494

33	Iron Railroad	12.75	3.75	16.50	2.50	19
34	Lake Erie and Louisville Railway	86.98	.....	86.98	3.93	90.91
35	Lake Shore and Michigan Southern Railway	267.97	109.65	377.62	208.73	632.41
36	Lawrence Railroad	8.02	4.06	12.08	.88	13.56
37	Little Miami Railroad	84.97	52	136.97	26.59	183.24
38	Madison Coal Railroad	38	3.58	41.58	3.60	45.18
39	Mansfield, Coldwater and Lake Michigan Railroad	64.485	.....	64.485	1.832	66.317
40	Marietta and Cincinnati Railroad	198.15	78.11	276.26	3.46	331.75
41	Marietta, Pittsburg, and Cleveland Railway	99	1.50	100.50	8	108.50
42	Massillon and Cleveland Railroad	12.23	.....	12.23	2.07	14.30
43	Newark, Somerset, and Stratonsville Railroad	44	.....	44	4.15	48.15
44	North Columbus Railway	3.81	.....	3.81	.25	4.06
45	Ohio and Mississippi Railroad	19.53	.....	19.53	7.50	27.03
46	Ohio and Toledo Railroad	15	.....	15	.....	15
47	Painesville and Youngstown Railroad	61.80	.....	61.80	5.50	67.50
48	Pittsburgh, Cincinnati and St. Louis Railway	150.10	8.10	158.20	38.35	196.55
49	Pittsburgh, Fort Wayne, and Chicago Railway	251.70	.....	251.70	57.60	309.30
50	Rocky River Railroad	5.53	.....	5.53	.36	5.89
51	Sandusky, Mansfield and Newark Railroad	116.25	.....	116.25	19.17	135.42
52	Toledo, Canada Southern and Detroit Railway	7	.....	7	1.50	8.50
53	Toledo and Maumee Narrow Gauge Railroad	7.50	.....	7.50	.50	8
54	Toledo and State Line Railroad	4.17	.....	4.17	.....	4.17
55	Toledo, Tiffin and Eastern Railroad	43.06	.....	42.06	3.04	46.10
56	Toledo, Wabash and Western Railway	75.50	.....	75.50	14.30	89.80
Totals		4,083.142	350.784	4,433.926	927.808	5,633.59
Deduct		.833	.....	.833	.....	.833
Totals		4,050.142	.....	84,400.926	.....	5,630.59

^a From Newark to Columbus—33 miles—owned jointly by the Central Ohio and Pittsburgh, Cincinnati and St. Louis Companies, and counted in both lines, is deducted from totals.

^b Sixty miles double-gauge track of the Cincinnati, Hamilton and Dayton Railroad—Dayton to Cincinnati—operated by the Atlantic and Great Western Railroad Company as part of its line, should be transferred and added to total single track, making 4,400,926 miles.

IV.—CAPITAL STOCK.

No	COMPANY.	Authorized.	Issued.	Paid in.	Per mile.		Proportion for Ohio.
					Miles.	Miles.	
1	Ashtabula, Youngstown and Pitts. R. R.	\$1,900,000 00	\$1,816,500 00	\$1,817,582 50	62.60	all	\$1,817,582 50
2	Atlantic and Great Western Railroad.....	50,000,000 00	34,675,804 10	34,675,804 10	422.834	247.554	20,301,428 53
3	Atlantic and Lake Erie Railway.....	12,000,000 00	433,750 00	1,105,606 94	82,008 08	all	1,105,606 94
4	Baltimore, Pittsburgh and Chicago Ry.....	1,125,000 00	1,101,400 00	1,101,405 00	30.33	all	1,101,405 00
5	Baltimore Short Line Railway.....	40,000 00	.....	7,700 00	5.33	all	7,700 00
6	Bowling Green Railroad.....	3,000,000 00	2,854,900 00	2,854,900 00	137	all	2,854,900 00
7	Central Ohio Railroad.....	10,000,000 00	2,467,000 00	2,467,000 00	5.60	4.50	55,231 35
8	Chicago and Canada Southern Railway ^a	1,250,000 00	1,135,550 00	1,135,555 00	60	all	1,135,555 00
9	Cincinnati and Baltimore Railway.....	3,500,000 00	3,500,000 00	3,500,000 00	98.20	all	3,500,000 00
10	Cincinnati, Hamilton and Dayton R. R.	2,500,000 00	.....	.....	20.50	all	500,000 00
11	Cin'ti., Ham. and Indianapolis Railroad.....	2,000,000 00	500,000 00	500,000 00	148.44	all	3,997,170 00
12	Cincinnati and Indiana Railroad.....	4,000,000 00	3,997,170 00	3,997,170 00	36	all	382,600 00
13	Cincinnati and Muskingum Valley Ry.....	500,000 00	382,600 00	382,600 00	10,627 78	all	4,434,787 45
14	Cincinnati, Richmond and Chicago R. R.	6,000,000 00	4,434,787 45	4,434,787 45	168.50	all	1,100,000 00
15	Cincinnati, Sandusky and Cleve'd R. R.	5,000,000 00	1,100,000 00	1,100,000 00	48.80	all	20,000 00
16	Cincinnati and Springfield Railway.....	200,000 00	20,000 00	20,000 00	2.10	all	20,000 00
17	Cincinnati and Whitewater Valley R. R. ^a	15,000,000 00	14,991,800 00	14,991,800 00	391.75	307.75	11,777,220 12
18	Cleve., Col., Cin. and Indianapolis Ry.....	2,750,200 00	2,750,200 00	2,759,200 00	123.35	all	2,759,200 00
19	Cleveland and Mahoning Valley Railway.....	5,500,000 00	1,639,300 00	1,757,505 70	147.66	all	1,757,505 70
20	Cleve'd, Mt. Vernon and Delaware R. R.	60,000 00	41,740 00	42,490 00	3.333	all	42,490 00
21	Cleveland and Newburgh Railroad.....	11,250,854 00	11,243,471 79	11,243,471 79	199.77	184.77	10,399,239 92
22	Cleveland and Pittsburgh Railroad.....	1,250,000 00	1,055,950 00	1,055,950 00	101.14	all	1,055,950 00
23	Cleve'd, Tuscarawas Val. and Wheeling Ry.	15,000,000 00	13,938,972 50	13,938,972 50	580.50	135.90	3,263,232 17
24	Columbus, Chi. and Indiana Central Ry.	2,500,000 00	1,921,000 00	1,921,000 00	89	all	1,921,000 00
25	Columbus and Hocking Valley Railroad.....	1,000,000 00	1,000,000 00	1,000,000 00	44.37	all	1,000,000 00
26	Columbus, Springfield and Cin'ci'ti R. R.	1,800,000 00	1,786,200 00	1,786,200 00	54.42	all	1,786,200 00
27	Columbus and Xenia Railroad.....	6,200,000 00	3,678,971 74	3,678,971 74	140.714	all	3,678,971 74
28	Dayton and Michigan Railroad.....	1,000,000 00	86,000 00	86,000 00	31.74	all	86,000 00
29	Dayton and Union Railroad.....	.....	.....	.....	7.75	all	.....
30	Eastern Ohio Railroad.....	1,500,000 00	221,192 40	221,192 40	.....	all	221,192 40
31	Gallipolis, McArthur and Columbus R. R.	200,000 00	200,000 00	200,000 00	7.003	all	200,000 00
32	Harrison Branch Railroad ^b	500,000 00	305,100 00	304,556 47	16.50	all	304,556 47
33	Iron Railroad.....	4,000,000 00	1,115,650 00	1,115,650 00	86.98	all	1,115,650 00
34	Lake Erie and Lonsville Railway.....	50,000,000 00	50,000,000 00	50,000,000 00	1024.71	377.62	18,425,703 57
35	Lake Shore and Michigan Southern Ry.....	800,000 00	450,000 00	450,000 00	22.04	12.68	255,892 88
36	Lawrence Railroad.....	.....	.....	.....	.....	.....	.....

[illegible]

^d As given by 1874 report.

No stock issued or paid in.

\$1,500,000, issued to trustees to apply on construction contract with

Pennsylvania Company.

V.—DEBT.

No.	COMPANY.	Funded.	Unfunded.	Total.	Per mile.	Proportion for Ohio.
1	Ashtabula, Youngstown and Pittsburgh Railroad	\$1,900,000 00	\$137,061 63	\$2,037,061 63	\$32,540 92	\$2,037,061 63
2	Atlantic and Great Western Railroad	68,333,679 69	5,678,118 86	74,011,798 55	^a 146,568 87	^a 36,283,710 01
3	Atlantic and Lake Erie Railway .....	.....	254,981 09	254,981 09	.....	254,981 09
4	Baltimore, Pittsburgh and Chicago Railway .....	.....	7,489,182 48	7,489,182 48	28,519 35	3,147,110 27
5	Baltimore Short Line Railway	750,000 00	30,868 54	840,868 54	27,723 99	840,868 54
6	Bowling Green Railroad	3,000 00	7,818 00	10,818 00	2,029 64	10,818 00
7	Central Ohio Railroad	2,500,000 00	.....	2,500,000 00	15,248 17	2,500,000 00
8	Chicago and Canada Southern Railway	^b 2,467,000 00	.....	^b 2,467,000 00	.....	^b 55,251 35
9	Cincinnati and Baltimore Railway	500,000 00	163,720 59	663,720 59	107,807 25	663,720 59
10	Cincinnati, Hamilton and Dayton Railroad	2,250,000 00	631,716 66	2,941,716 66	49,028 61	2,941,716 66
11	Cincinnati, Hamilton and Indianapolis Railroad	1,846,000 00	1,149,042 82	2,995,042 82	30,439 42	579,488 98
12	Cincinnati and Indiana Railroad	^c 2,328,828 70	.....	^c 2,328,828 70	^c 113,601 40	^c 2,328,828 70
13	Cincinnati and Moskingum Valley Railway	1,700,000 00	244,065 97	1,744,065 97	11,749 30	1,744,065 97
14	Cincinnati, Richmond and Chicago Railroad	625,000 00	.....	625,000 00	17,361 11	625,000 00
15	Cincinnati, Sandusky and Cleveland Railroad	2,217,512 40	387,957 59	2,605,469 99	15,462 73	2,605,469 99
16	Cincinnati and Springfield Railway	2,651,000 00	728,586 18	3,380,586 18	69,458 73	3,380,586 18
17	Cincinnati and Whitewater Valley Railroad	174,000 00	48,972 16	222,972 16	106,177 22	6,222,972 16
18	Cleveland, Columbus, Cincinnati and Indianapolis Ry.	6,170,000 00	.....	6,170,000 00	15,749 84	4,847,013 26
19	Cleveland and Mahoning Valley Railway	1,967,600 00	.....	1,967,600 00	15,951 36	1,967,600 00
20	Cleveland, Mt. Vernon and Delaware Railroad	3,137,840 75	.....	3,248,243 45	21,998 13	3,248,243 45
21	Cleveland and Newburgh Railroad	30,000 00	.....	30,000 00	9,000 00	30,000 00
22	Cleveland and Pittsburgh Railroad	5,033,343 63	.....	5,033,343 63	25,195 69	4,655,407 64
23	Cleveland, Tuscarawas Valley and Wheeling Railway	3,168,921 07	153,239 03	3,322,160 10	32,847 14	3,322,160 10
24	Columbus, Chicago and Indiana Central Railway	24,850,724 25	79,550 16	24,930,274 41	42,061 71	5,838,490 52
25	Columbus and Hocking Valley Railroad	2,470,000 00	59,815 02	2,529,815 02	28,424 89	2,529,815 02
26	Columbus, Springfield and Cincinnati Railroad	1,000,000 00	6,150 00	1,006,150 00	22,676 36	1,006,150 00
27	Columbus and Xenia Railroad	302,000 00	.....	302,000 00	5,549 43	302,000 00
28	Dayton and Michigan Railroad	2,575,500 00	.....	3,175,334 06	22,565 87	3,175,334 06
29	Dayton and Union Railroad	527,444 88	417,834 06	527,444 88	16,617 67	527,444 88
30	Eastern Ohio Railroad .....	.....	.....	.....	.....	.....
31	Gallipolis, McArthur and Columbus Railroad .....	.....	44,462 66	44,462 66	.....	44,462 66
32	Harrison Branch Railroad .....	.....	20,555 80	20,555 80	1,245 81	20,555 80
33	Iron Railroad .....	.....	600,342 13	1,490,342 13	17,134 31	1,490,342 13
34	Lake Erie and Louisville Railway	890,000 00	.....	.....	.....	.....

35	Lake Shore and Michigan Southern Railway	38,035,000 00	.....	38,035,000 00	37,117 81	14,016,427 41
36	Lawrence Railroad	335,000 00	.....	335,000 00	19,741 16	170,194 66
37	Little Miami Railroad	2,228,000 00	.....	2,228,000 00	16,262 78	2,228,000 00
38	Mahoning Coal Railroad	1,471,000 00	.....	1,471,000 00	35,431 22	1,473,230 05
39	Manitowish, Coldwater and Lake Michigan Railroad	4,400,000 00	.....	4,400,000 00	.....	b 2,430,000 00
40	Marietta and Cincinnati Railroad	11,307,876 56	.....	11,307,876 56	51,670 11	15,103,164 80
41	Marietta, Pittsburg and Cleveland Railroad	2,880,000 00	.....	2,880,000 00	31,768 51	3,192,735 40
42	Massillon and Cleveland Railroad	100,000 00	.....	100,000 00	8,176 61	100,000 00
43	Newark, Somerset and Straitsville Railroad	800,000 00	.....	800,000 00	21,570 50	949,102 29
44	North Columbus Railway	.....	.....	.....	2,624 67	b 10,000 00
45	Ohio and Mississippi Railroad	11,038,000 00	.....	11,038,000 00	29,962 45	585,166 84
46	Ohio and Toledo Railroad	.....	.....	.....	.....	6,000 00
47	Painesville and Youngstown Railroad	1,243,000 00	.....	1,243,000 00	22,430 10	1,418,316 06
48	Pittsburgh, Cincinnati and St. Louis Railway	15,008,000 99	.....	15,008,000 99	101,115 80	15,998,115 80
49	Pittsburgh, Ft. Wayne and Chicago Railway	13,535,000 00	.....	13,535,000 00	28,361 31	7,273,272 72
50	Rocky River Railroad	30,000 00	.....	30,000 00	6,711 33	37,666 84
51	Sandusky, Mansfield and Newark Railroad	2,301,400 00	.....	2,301,400 00	19,716 99	2,301,400 00
52	Toledo, Canada Southern and Detroit Railway	b 1,350,000 00	.....	b 1,350,000 00	.....	b 162,931 02
53	Toledo and Maumee Narrow Gauge Railroad	.....	.....	.....	1,653 96	12,404 70
54	Toledo and State Line Railroad	861,000 00	.....	861,000 00	.....	.....
55	Toledo, Tiffin and Eastern Railroad	20,113,000 00	.....	20,113,000 00	20,256 35	873,531 42
56	Toledo, Wabash and Western Railway	.....	.....	.....	36,299 88	2,740,640 94
Totals.....		\$369,416,732 92	\$31,808,044 45	\$301,224,777 37	.....	\$164,290,040 62

^a \$12,037,500, the amount of "leased lines rental trust bonds," etc., included in funded debt, not being a lien upon the road of the company, is deducted in calculating per mile of debt and proportion for Ohio.

^b From report of 1874.

^c \$220,000 of bonded debt reported is secured by a joint mortgage of this and the Indianapolis, Cincinnati and Lafayette Railroad Company—this company's proportion thereof and the amount per mile is apportioned accordingly.

VI.—STOCK, DEBT, Etc.

No.	COMPANY.	STOCK AND DEBT.			OHIO STOCKHOLDERS.	
		Total.	Per mile.	Proportion for Ohio.	Number.	Held by them.
1	Ashtabula, Youngstown and Pittsburgh Railroad	\$3,854,644 13	\$61,575 78	\$3,854,611 13	884	\$243,850 00
2	Atlantic and Great Western Railroad	108,087,602 65	228,976 95	656,585, 138 27	7	350 00
3	Atlantic and Lake Erie Railway	1,360,588 03	228,976 95	1,360,588 03	3,058	1,105,606 91
4	Baltimore, Pittsburgh and Chicago Railway	7,489,182 48	28,519 35	3,147,110 27	9	1,100,900 00
5	Baltimore Short Line Railway	1,942,333 54	64,040 01	1,942,333 54	18	4,000 00
6	Bowling Green Railroad	18,518 20	3,474 20	18,518 00	358	514,350 00
7	Central Ohio Railroad	5,354,900 00	39,086 85	5,354,900 00	5	50,000 00
8	Chicago and Canada Southern Railway ^c	4,934,000 00	310,584 93	110,462 70	60	1,026,750 00
9	Cincinnati and Baltimore Railway	1,730,275 59	107,361 94	1,730,275 59	434	2,674,000 00
10	Cincinnati, Hamilton and Dayton Railroad	6,441,716 66	30,499 42	6,441,716 66	1	18,000 00
11	Cincinnati, Hamilton and Indianapolis Railroad	2,995,042 82	137,991 05	579,488 98	162	66,950 00
12	Cincinnati and Indiana Railroad	2,828,828 70	38,677 15	2,828,828 70	19	382,600 00
13	Cincinnati and Muskingum Valley Railway	5,741,235 97	27,988 89	5,741,235 97	14	724,000 00
14	Cincinnati, Richmond and Chicago Railroad	1,007,600 00	41,781 94	1,007,600 00	214	587,800 00
15	Cincinnati, Sandusky and Cleveland Railroad	7,040,257 44	91,999 72	7,040,257 44	8	700 00
16	Cincinnati and Springfield Railway	4,489,586 18	115,700 03	4,489,586 18	563	145,000 00
17	Cincinnati and Whitewater Valley Railroad ^c	242,972 16	54,018 63	242,972 16	33	41,740 00
18	Cleveland, Columbus, Cincinnati and Indianapolis Railway	21,161,800 00	38,320 23	16,024,233 38	369	3,125,850 00
19	Cleveland and Mahoning Valley Railway	4,726,800 00	43,287 62	4,726,800 00	92	645,050 00
20	Cleveland, Mt. Vernon and Delaware Railroad	5,005,749 15	33,900 51	5,005,749 15	42	103,000 00
21	Cleveland and Newburgh Railroad	72,490 00	21,747 00	72,490 00	411	1,721,450 00
22	Cleveland and Pittsburgh Railroad	16,276,815 42	81,477 77	15,054,647 56	4	6,050 00
23	Cleveland, Tuscarawas Valley and Wheeling Railway	4,378,110 10	43,287 62	4,378,110 10	230	1,445,050 00
24	Columbus, Chicago and Indiana Central Railway	38,878,246 91	66,973 72	9,101,722 69	56	76,400 00
25	Columbus and Hocking Valley Railroad	4,450,815 02	50,009 16	4,450,815 02	600	123,774 40
26	Columbus, Springfield and Cincinnati Railroad	2,006,150 00	45,214 11	2,006,150 00	16	177,500 00
27	Columbus and Xenia Railroad	2,083,200 00	38,371 92	2,083,200 00	26	283,200 00
28	Dayton and Xenia Railroad	6,854,305 80	48,710 90	6,854,305 80		
29	Dayton and Michigan Railroad	613,444 88	19,327 18	613,444 88		
30	Eastern Ohio Railroad	265,655 06	28,559 19	265,655 06		
31	Gallipolis, McArthur and Columbus Railroad	200,000 00	19,703 78	200,000 00		
32	Harrison Branch Railroad ^c	325,112 27		325,112 27		
33	Iron Railroad					

		2,605,992 13	29,960 82	2,605,992 13	35	1,070,200 00
34	Lake Erie and Louisville Railway.....	88,035,000 00	85,912 11	32,442,130 98	1,286	4,731,800 00
35	Lake Shore and Michigan Southern Railway.....	805,000 00	40,161 58	429,087 54	16	26,850 00
36	Lawrence Railroad.....	6,836,250 00	49,899 64	6,836,250 00	615	2,954,150 00
37	Little Miami Railroad.....	2,846,230 05	6,451 90	2,846,230 05	7	601,350 00
38	Mahoning Coal Railroad.....	5,697,095 55	.....	2,460,000 00	3,041	459,000 00
39	Mansfield, Coldwater and Lake Michigan Railroad.....	29,103,164 80	105,347 01	29,103,164 80	390	1,261,150 00
40	Marietta and Cincinnati Railroad.....	4,636,367 56	46,431 52	4,636,367 56	.....	1,473,652 16
41	Marietta, Pitsburg and Cleveland Railway.....	265,665 00	24,170 48	265,665 00	66	66,550 00
42	Massillon and Cleveland Railroad.....	1,886,502 29	42,875 05	1,886,502 29	352	784,000 00
43	Newark, Somerset and Straitsville Railroad.....	50,000 00	13,123 36	50,000 00	.....	50,000 00
44	North Columbus Railway, c.....	35,805,248 25	91,107 46	1,779,325 69	29	294,200 00
45	Ohio and Mississippi Railway.....	86,090 00	.....	86,090 00	587	80,000 00
46	Ohio and Toledo Railroad.....	3,418,316 06	55,312 56	3,418,316 06	19	663,000 00
47	Painesville and Youngtown Railroad.....	28,702,928 52	143,298 19	22,058,629 66	105	538,150 00
48	Pittsburgh, Cincinnati and St. Louis Railway.....	37,350,285 71	79,757 17	20,074,879 69	163	3,037,100 00
49	Pittsburgh, Et. Wayne and Chicago Railway.....	113,529 59	20,529 76	113,529 59	33	75,802 75
50	Rocky River Railroad.....	3,345,065 00	28,774 75	3,345,065 00	.....	d
51	Sandusky, Mansfield and Newark Railroad.....	3,000,000 00	.....	361,068 98	8	118,100 00
52	Toledo, Canada Southern and Detroit Railway c.....	51,704 70	6,893 96	51,704 70	102	39,300 00
53	Toledo and Maumee Narrow Gauge Railroad.....	100,000 00	.....	100,000 00	None	.....
54	Toledo and State Line Railroad.....	1,151,927 85	26,751 69	1,151,927 85	528	140,306 43
55	Toledo, Tiffin and Eastern Railroad.....	38,814,475 54	61,478 60	4,652,019 30	.....	d
56	Toledo, Wabash and Western Railway.....	.....	.....	.....	.....	.....
Totals.....		\$563,238,757 56	.....	\$315,676,052 40	15,075	\$34,885,912 68

e Debt only.

a Not reported.

c From report for 1874.

b No stock

a On \$86,650,102.65 (See note^a Table V.)

VII.—ROAD AND EQUIPMENT.

No.	COMPANY.	Cost.			Per Mile.			Proportion for Ohio.
		Road.	Equipment.	Total.	Road.	Equip-ment.	Total.	
1	Ashtabula, Youngstown and Pitts. R.R.	\$3,726,860 10	None.	\$3,726,860 10	\$59,534 50	.....	.....	\$3,726,860 10
2	Atlantic and Great Western Railroad	81,272 320 41	.....	81,272 320 41	.....	.....	\$192,208 57	47,582,000 33
3	Atlantic and Lake Erie Railroad	1,246,555 82	.....	1,246,555 82	.....	.....	.....	1,246,555 82
4	Baltimore, Pittsburgh and Chicago Ry.	7,849,182 48	None.	7,849,182 48	28,519 35	.....	.....	3,147,110 27
5	Baltimore Short Line Railroad	1,942,333 54	None.	1,942,333 54	64,040 01	.....	.....	1,942,333 54
6	Bowling Green Railroad	21,255 88	\$2,800 00	24,055 88	3,957 97	\$525 33	4,513 30	24,055 88
7	Central Ohio Railroad	.....	.....	5,354,900 00	.....	.....	39,086 85	5,354,900 00
8	Chicago and Canada Southern Ry. ^a	.....	.....	4,934,900 00	.....	.....	.....	110,462 70
9	Cincinnati and Baltimore Railroad	1,692,306 25	.....	1,692,306 25	302,213 61	.....	.....	1,692,306 25
10	Cincinnati, Hamilton and Dayton R.R.	4,340,568 34	1,121,250 96	5,461,819 30	72,342 80	18,687 52	91,030 32	5,461,819 30
11	Cincinnati, Ham. and Indianapolis R.R.	2,289,000 74	27,8712 58	2,567,713 32	23,309 58	2,838 21	26,147 79	496,808 01
12	Cincinnati and Indiana Railroad	2,632,209 16	.....	2,632,209 16	99,132 15	.....	.....	2,632,209 16
13	Cincinnati and Muskingum Valley Ry.	.....	.....	5,539,691 93	.....	.....	37,319 40	5,539,691 93
14	Cincinnati, Richmond and Chicago R.R.	.....	184,551 98	1,011,285 27	22,964 81	5,136 45	28,091 26	1,011,285 27
15	Cin'ti, Sandusky and Cleveland R.R.	826,733 29	.....	6,168,985 45	.....	.....	36,611 19	6,168,985 45
16	Cincinnati and Springfield Railroad	3,100,000 00	651,000 00	3,751,000 00	63,524 50	8,086 95	71,611 51	3,751,000 00
17	Cin'ti and Whitewater Valley R.R. ^a	200,733 17	10,150 65	210,943 82	95,615 79	4,833 65	100,449 44	210,943 82
18	Cleve., Col., Cin'ti and Indianapolis Ry.	.....	.....	17,433,127 03	.....	.....	44,500 64	13,635,071 96
19	Cleveland and Mahoning Valley Ry.	4,391,417 86	135,359 17	4,526,777 03	.....	.....	36,698 58	4,526,777 03
20	Cleve., Mt. Vernon and Delaware R.R.	3,940,206 35	686,950 00	4,627,246 35	26,684 93	4,385 81	31,070 74	4,627,246 35
21	Cleveland and Newburgh Railroad	54,700 84	13,982 89	68,689 73	16,412 05	4,194 86	20,606 91	68,689 73
22	Cleveland and Pittsburgh Railroad	12,882,667 97	3,524,787 55	16,407,455 52	64,487 50	17,644 23	82,131 73	15,174,379 75
23	Cleve., Tus was Val. and Wheeling Ry.	.....	.....	4,382,253 86	.....	.....	43,228 61	4,382,253 86
24	Col., Chicago and Indiana Central Ry.	.....	.....	37,628,503 19	.....	.....	64,821 00	8,809,173 90
25	Columbus and Hooking Valley R.R.	3,373,951 73	1,292,551 97	4,636,503 70	37,909 57	14,185 98	52,095 55	4,636,503 70
26	Columbus, Springfield and Cin'ti R.R.	2,000,000 00	.....	2,000,000 00	45,075 50	.....	.....	2,000,000 00
27	Columbus and Xenia Railroad	1,493,146 00	.....	1,493,146 00	27,437 45	.....	.....	1,493,146 00
28	Dayton and Michigan Railroad	6,085,312 51	771,256 12	6,856,568 63	43,245 96	5,481 02	48,726 98	6,856,568 63
29	Dayton and Union Railroad	.....	.....	613,444 88	.....	.....	19,327 18	613,444 88
30	Eastern Ohio Railroad	47,350 00	11,600 00	58,950 00	.....	.....	.....	58,950 00
31	Gallipolis, McArthur and Col. Railroad	259,626 38	.....	259,626 38	.....	.....	.....	259,626 38
32	Harrison Branch Railroad ^a	200,000 00	.....	200,000 00	28,559 19	.....	.....	200,000 00
33	Iron Railroad	345,578 60	78,700 00	424,278 60	20,944 16	4,769 69	25,713 85	424,278 60

34	Lake Erie and Louisville Railway.....	14,341,865 06	2,515,205 08	66,540 48	12,201 79	28,917 05	2,515,205 08
35	Lake Shore and Mich. Southern Ry.....	None.	82,526,568 44	35,906 75	78,742 27	30,232,066 42	30,232,066 42
36	Lawrence Railway.....	791,384 74	791,384 74	41,583 18	7,155 72	455,297 59	455,297 59
37	Little Miami Railroad.....	980,333 25	6,677,298 49	66,167 96	48,738 90	6,677,298 49	6,677,298 49
38	Mahoning Coal Railroad.....	None.	2,751,263 83	1,371,750 43	2,751,263 83	2,751,263 83	2,751,263 83
39	Mansfield, Cold, and Lake Mich. R.R.....	None.	1,371,750 43	23,589,790 42	85,389 82	23,589,790 42	23,589,790 42
40	Marietta and Cincinnati Railroad.....	1,371,750 43	3,914,509 00	36,525 18	38,950 34	3,914,509 00	3,914,509 00
41	Marietta, Pitts, and Cleveland Ry.....	3,670,780 07	329,657 28	26,954 80	2,425 16	329,657 28	329,657 28
42	Massillon and Cleveland Railroad.....	None.	1,751,000 00	39,780 68	696 59	40,477 87	1,751,000 00
43	Newark, Somerset and Strattsville R.R.....	30,650 00	50,000 00	13,123 36	50,000 00	50,000 00	50,000 00
44	North Columbus Railway ^a	1,750,350 00	35,349,907 08	89,948 87	1,756,701 43	1,756,701 43	1,756,701 43
45	Ohio and Mississippi Railway.....	None.	86,090 00	32,915 44	54,903 98	86,090 00	86,090 00
46	Ohio and Toledo Railroad.....	21,995 00	3,393,066 06	19,080 78	3,393,066 06	3,393,066 06	3,393,066 06
47	Painesville and Youngstown Railroad.....	122,891 85	19,787,934 96	79,661 41	15,621,014 46	15,621,014 46	15,621,014 46
48	Pittsburgh, Cin'ti and St. Louis Ry.....	3,823,788 21	29,118,589 97	19,328 09	62,179 35	15,650,542 40	15,650,542 40
49	Pittsburgh, Ft. Wayne and Chicago Ry.....	24,286 64	131,170 90	28,791 33	23,719 88	131,170 97	131,170 97
50	Rocky River Railroad.....	None.	3,346,392 75	3,346,392 75	3,346,392 75	3,346,392 75	3,346,392 75
51	Sandusky, Mansfield and Newark R.R.....	None.	3,000,000 00	6,101 89	7,535 02	3,000,000 00	3,000,000 00
52	Toledo, Canada South, and Detroit Ry ^a	None.	56,512 69	1,433 13	56,512 69	56,512 69	56,512 69
53	Toledo and Maumee Narrow Gauge R.R.....	10,748 49	100,000 00	100,000 00	100,000 00	100,000 00	100,000 00
54	Toledo and State Line Railroad.....	None.	1,567,255 43	36,397 01	1,567,255 43	1,567,255 43	1,567,255 43
55	Toledo, Tiffin and Eastern Railroad.....	None.	35,704,000 00	56,728 72	4,233,018 36	4,233,018 36	4,233,018 36
56	Toledo, Wabash and Western Railway.....	None.	None.	None.	None.	None.	None.
		\$173,353,450 65	\$494,342,204 03			\$276,470,817 86	

^a As given by 1874 report.^b Graded, ready for superstructure.

31	Gallipolis, McArthur and Columbus Railroad	1	230	1				1	250	4	
32	Harrison Branch Railroad	23	632	1	94			21	756	5	17
33	Iron Railroad	5	540					5	540	2	
34	Lake Erie and Louisville Railway	24	3,217 $\frac{1}{2}$	13	1,574			48	6,800 $\frac{1}{2}$	23	11
35	Lake Shore and Michigan Southern Railway	24	403 $\frac{1}{2}$					113	516 $\frac{1}{2}$	9	
36	Lawrence Railroad	4						46			
37	Little Miami Railroad	1	100					1	100	3	
38	Mahoning Coal Railroad	2	358					2	358	4	
39	Mansfield, Coldwater and Lake Michigan R.R.	51	8,122	10	1,529			83	10,091	13	5
40	Marietta and Cincinnati Railroad	25	3,812					22	440		
41	Marietta, Pittsburg and Cleveland Railway							28	3,812	4	
42	Massillon and Cleveland Railroad										
43	Newark, Somerset and Straitsville Railroad	13	2,040					13	2,040	4	
44	North Columbus Railway										
45	Ohio and Mississippi Railway	2	520	1	630			3	1,150	16	8
46	Ohio and Toledo Railroad	10	410					10	410	$\frac{3}{4}$	
47	Painesville and Youngstown Railroad	10	1,178					13	1,663	3	
48	Pittsburgh, Cincinnati and St. Louis Railway	120	10,961	5	424			485	13,426	17	8
49	Pittsburgh, Ft. Wayne and Chicago Railway	36	3,104	31	2,397			2,041	5,828	13	13
50	Rocky River Railroad							80			
51	Sandusky, Mansfield and Newark Railroad	21	2,370	1	86			22	2,456	18	4
52	Toledo, Canada Southern and Detroit Railway										
53	Toledo and Maumee Narrow Gauge Railroad										
54	Toledo and State Line Railroad										
55	Toledo, Tiffin and Eastern Railroad	4	1,849					4	1,849	4	
56	Toledo, Wabash and Western Railway	2	609	1	677	2	221	1	65	6	3
	Totals	e754	e88,874	e110	e14,834	7	724	113	8,584	984	e113,016

^aThere are 24 stone-arch culverts in addition; aggregate length, 1,167 feet. ^bOpen stone culverts. ^c15 wood, 734 feet, and 1 iron, 101 feet, in joint line of this company and Central Ohio. ^dCulverts. ^eDeducted—See Note c.

IX.—TRESTLES, ETC., IN OHIO.

Number.	COMPANY.	TRESTLES.			TUNNELS.		FENCING—MILES.	
		Number.	Length—feet.	Greatest age—years.	Number.	How arched.	Length—feet.	Built. Required to in-close road.
1	Ashtabula, Youngstown and Pittsburgh Railroad.	61	4,536	3				86.90
2	Atlantic and Great Western Railroad	25	3,000					
3	Atlantic and Lake Erie Railway				2	Natural rock	1,841	
4	Baltimore, Pittsburgh and Chicago Railway		10,815	2				136.
5	Baltimore Short Line Railway	1	250	1				36.70
6	Bowling Green Railroad							16.40
7	Central Ohio Railroad.	5	418		5	Stone, 3; wood, 2	1,953	10.66
8	Chicago and Canada Southern Railway							259.35
9	Cincinnati and Baltimore Railway							
10	Cincinnati, Hamilton and Dayton Railroad.							
11	Cincinnati, Hamilton and Indianapolis Railroad							
12	Cincinnati and Indiana Railroad				1	Brick	1,640	120.
13	Cincinnati and Muskingum Valley Railway	91	8,377		1	Natural rock	1,185	15.
14	Cincinnati, Richmond and Chicago Railroad							185.
15	Cincinnati, Sandusky and Cleveland Railroad.	b	1,735	16				38.
16	Cincinnati and Springfield Railway							14.
17	Cincinnati and Whitewater Valley Railroad.							348.
18	Cleveland, Columbus, Cincinnati and Indianapolis R'y							161.
19	Cleveland and Mahoning Valley Railway							a
20	Cleveland, Mt. Vernon and Delaware Railroad	42	10,000	11				610.
21	Cleveland and Newburgh Railroad	2	450	7	1	Stone	30	225.
22	Cleveland and Pittsburgh Railroad				1	Brick	1,010	2.
23	Cleveland, Tuscarawas Valley and Wheeling R'y.	126	7,505	3				300.
24	Columbus, Chicago and Indiana Central Railroad	46	3,928	9				70.
25	Columbus and Hocking Valley Railroad.	38	3,365	7				229.40
26	Columbus, Springfield and Cincinnati Railroad							165.
27	Columbus and Xenia Railroad							13.

28	Dayton and Michigan Railroad	16	2,565	9	.....	.....	282	^a
29	Dayton and Union Railroad	55	1,150	7½	.....	.....	52.50	11.
30	Eastern Ohio Railroad	.....	.....	.....	.....	.....	.....	.....
31	Gallipolis, McArthur and Columbus Railroad	.....	.....	.....	.....	.....	.....	.....
32	Harrison Branch Railroad	.....	.....	.....	.....	.....	.....	.....
33	Iron Railroad	.....	.....	.....	.....	.....	.....	.....
34	Lake Erie and Louisville Railway	25	1,400	3	.....	1,040	.....	6.
35	Lake Shore and Michigan Southern Railway	79	6,428	6	.....	.....	114.35	33.
36	Lawrence Railroad	1	581	9	.....	114	.....	49.62
37	Little Miami Railroad	.....	.....	.....	.....	.....	17.24	^a
38	Mahoning Coal Railroad	21	1,800	3	.....	.....	84.	^a
39	Mansfield, Coldwater and Lake Michigan Railroad	24	1,541	4	.....	.....	.....	.....
40	Marietta and Cincinnati Railroad	264	31,185	8	.....	4,914	336.15	213.53
41	Marietta, Pittsburg and Cleveland Railway	40	10,000	5	.....	1,750	45.	153.
42	Massillon and Cleveland Railroad	5	624	6	.....	.....	24.48	^a
43	Newark, Somerset and Straitsville Railroad	6	2,000	4	.....	1,100	66.50	21.50
44	North Columbus Railway	.....	.....	.....	.....	.....	.....	.....
45	Ohio and Mississippi Railway	1	109	.....	.....	.....	12.	11.
46	Ohio and Toledo Railroad	3	70	.....	.....	.....	.....	^d
47	Painesville and Youngstown Railroad	25	7,377	3½	.....	.....	59.	65.
48	Pittsburgh, Cincinnati and St. Louis Railway	3	220	7	.....	5,311	589.40	108.60
49	Pittsburgh, Ft. Wayne and Chicago Railway	7	257	.....	.....	.....	483.	^e
50	Rocky River Railroad	.....	.....	.....	.....	.....	3.	5.25
51	Sandusky, Mansfield and Newark Railroad	54	3,000	9	.....	.....	224.	8.
52	Toledo, Canada Southern and Detroit Railroad	.....	.....	.....	.....	.....	.....	.....
53	Toledo and Maumee Narrow Gauge Railroad	1	200	1	.....	.....	.....	.....
54	Toledo and State Line Railroad	3	1,400	3	.....	.....	6.98	^f
55	Toledo, Tiffin and Eastern Railroad	14	3,281	4	.....	.....	11.92	.....
56	Toledo, Wabash and Western Railway	9	1,604	3	.....	.....	120.	30.
Totals		1,093	131,161	29	.....	21,781	5,572.90	1,198.01

^a All fenced. ^b Number not given. ^c Length fenced not given. ^d Nearly all fenced. ^e All fenced except through cities. ^f All fenced as far as completed.

X.—CHARACTERISTICS—GAUGE, ETC.

Number.	COMPANY.	Gauge— inches.	Rail—lbs. per yard.	STEEL RAIL—MILES.		Highways crossed at grade in Ohio.	TELEGRAPH—MILES.	
				Entire line.	In Ohio.		Entire line.	In Ohio.
1	Ashabula, Youngstown and Pittsburg Railroad	57½	56	146.347	33.515	70	62.60	62.60
2	Atlantic and Great Western Railroad	72-57½	56-60-68			378	535.25	360.75
3	Atlantic and Lake Erie Railway	57½	56					
4	Baltimore, Pittsburgh and Chicago Railway	57½	64			120	271	110
5	Baltimore Short Line Railway	56½	64			25	30.33	30.33
6	Bowling Green Railroad	58	20			10		
7	Central Ohio Railroad	58	60-64	9.83	9.83	105	137	137
8	Chicago and Canada Southern Railway ^a	56½	60					
9	Cincinnati and Baltimore Railway	56½	64					
10	Cincinnati, Hamilton and Dayton Railroad	58-72	60	31.19	31.19	107	60	60
11	Cincinnati, Hamilton and Indianapolis Railroad	58	60			33	98.20	19
12	Cincinnati and Indiana Railroad	56½	60	27.50	6.10	19		20.50
13	Cincinnati and Muskingum Valley Railway	57½	56-60			108	148.44	148.44
14	Cincinnati, Richmond and Chicago Railroad	57½	60			63	42	36
15	Cincinnati, Sandusky and Cleveland Railroad	58	56	2.20	2.20	6134	175	175
16	Cincinnati and Springfield Railway	57½	57	48	48	75	80.50	80.50
17	Cincinnati and Whitewater Valley Railroad ^a							
18	Cleveland, Columbus, Cincinnati and Indianapolis R'y	57½	60	215.69	170.40	278	391.75	307.75
19	Cleveland and Mahoning Valley Railway ^c							
20	Cleveland, Mt. Vernon and Delaware Railroad	58	56-58			153	145	145
21	Cleveland and Newburgh Railroad	56½	45			2		
22	Cleveland and Pittsburg Railroad	58	60			244	225.77	184.77
23	Cleveland, Tuscarawas Valley and Wheeling Railway	57½	56			90	101	101
24	Columbus, Chicago and Indiana Central Railway	57½	60			145	580.50	135.90
25	Columbus and Hocking Valley Railroad	57½	56-60	44	44	78	89	89
26	Columbus, Springfield and Cincinnati Railroad ^c							
27	Columbus and Xenia Railroad							
28	Dayton and Michigan Railroad	58	60			226	142	142
29	Dayton and Union Railroad	58	56			60	47	47
30	Eastern Ohio Railroad	56½	45			5		
31	Gallipolis, McArthur and Columbus Railroad	56½	56					
32	Harrison Branch Railroad ^a							

33	Iron Railroad	55	60	10	36.50	36.50	36.50
34	Lake Erie and Louisvillc Railroad	57 1/2	50-56-60	120	1,175.	1,175.	378.
35	Lake Shore and Michigan Southern Railroad	56 1/2-57 1/2	60	471	17.92	17.92	8.62
36	Lawrence Railroad	57 1/2	60	9			
37	Little Miami Railroad						
38	Maitland Coal Railroad						
39	Mansfield, Coldwater and Lake Michigan Railroad	57 1/2	52	84	64.48	64.48	64.48
40	Marietta and Cincinnati Railroad	56 1/2	50-60-64	249	294.	294.	294.
41	Marietta, Pittsburg and Cleveland Railroad	56 1/2	50-56	74	100.	100.	100.
42	Massillon and Cleveland Railroad	57 1/2	60	6			
43	Newark, Somerset and Straitsville Railroad	57 1/2	56-60	30	44.	44.	44.
44	North Columbus Railroad	57	30				
45	Ohio and Mississippi Railroad	57	50-60	25	615.	615.	19.53
46	Ohio and Toledo Railroad	56	30	6			
47	Painesville and Youngstown Railroad	36	35	61	60.	60.	60.
48	Pittsburgh, Cincinnati and St. Louis Railroad	57 1/2	60-64	375	396.30	396.30	349.90
49	Pittsburgh, Fort Wayne and Chicago Railroad	57 1/2	60	564	465.80	465.80	252.20
50	Rocky River Railroad	56	30	8			
51	Sandusky, Mansfield and Newark Railroad	57 1/2	60-64	149	116.25	116.25	116.25
52	Toledo, Canada Southern and Detroit Railroad	56 1/2	56				
53	Toledo and Maumee Narrow Gauge Railroad	36	25				
54	Toledo and State Line Railroad	57 1/2	52	59	43.06	43.06	43.06
55	Toledo, Tiffin and Eastern Railroad	57 1/2	52	48	628.50	628.50	75.50
56	Toledo, Wabash and Western Railroad	56 1/2	56-60		64.	64.	
				4,870	744.595	744.595	4,234.58
					1,432.627	1,432.627	

^c Included in line of lessee.

b Bv 1874 report,

a No report.

[illegible]

^a Operated by rolling stock of Pennsylvania Company.

^b No report.

c Included in line of lessee.

and 46' calboose,

" Caloose.

XII.—BRIDGES AND FENCING BUILT WITHIN THE YEAR, ETC.

COMPANY.		BRIDGES IN OHIO.			FENCING IN OHIO.			FUEL CONSUMED—ENTIRE LINE.		
Number.		Number.	Material.	Length—feet.	Miles.	Cost per rod.	Wood—cords.	Coal—tons.	Total cost.	
1	Ashtabula, Youngstown and Pittsburgh R.R.	1	Wood	120	56.90	\$1 13	10,925	124,737	\$27,797 98	
2	Atlantic and Great Western Railroad				61.	1 37				
3	Atlantic and Lake Erie Railway									
4	Baltimore, Pittsburgh and Chicago Railway	4	Iron	624½	106.	1 25		3,190	28,546 00	
5	Baltimore Short Line Railway	12	"	2,071½	16.40	1 75				
6	Bowling Green Railroad									
7	Central Ohio Railroad				14.75	1 25	2,700	55,372	62,471 00	
8	Chicago and Canada Southern Railway									
9	Cincinnati and Baltimore Railway									
10	Cincinnati, Hamilton and Dayton Railroad	1	Wood	161			11,715	12,070	94,728 89	
11	Cincinnati, Hamilton and Indianapolis R.R.						12,489	7,770	63,957 92	
12	Cincinnati and Indiana Railroad						2,000	46,004	134,512 37	
13	Cincinnati and Muskingum Valley Railway	2	1 wood 115 ft., 1 iron 25 ft.	143	4.08	1 02	579	16,806	21,950 59	
14	Cincinnati, Richmond and Chicago Railroad	1	Wood	68	2.	1 60	4,619	941	17,067 53	
15	Cincinnati, Sandusky and Cleveland R.R.				20.	1 03	10,934	13,262	61,792 50	
16	Cincinnati and Springfield Railway				8.	1 40	710	17,240	38,453 00	
17	Cincinnati and Whitewater Valley Railroad									
18	Cleveland, Columbus, Cincinnati and Indianapolis Ry	2	1 iron 55 ft., 1 stone 85 ft.	140	58.	1 40	24,500	75,705	244,297 00	
19	Cleveland and Mahoning Valley Railway									
20	Cleveland, Mt. Vernon and Delaware R.R.				15.	1 50	1,131	10,105	21,799 10	
21	Cleveland and Newburgh Railroad									
22	Cleveland and Pittsburgh Railroad	3	Wood	210½	24.60	1 63	5,127	33,439	65,818 55	
23	Cleve., Tuscarawas Valley and Wheeling Ry									
24	Columbus, Chicago and Indiana Central Ry.				11.50	1 00	46,779	92,583	340,703 88	
25	Columbus and Hocking Valley Railroad	2	Iron	230½			500	15,705	19,631 00	
26	Columbus, Springfield and Cincinnati R.R.									
27	Columbus and Xenia Railroad									
28	Dayton and Michigan Railroad	1	Wood	556	9.	1 30	31,495	888	94,475 86	
29	Dayton and Union Railroad				1.	1 50	1,428	1,164	7,636 93	

330	Eastern Ohio Railroad						150	242 75
331	Gallipolis, McArthur and Columbus R. R.							
332	Harrison Branch Railroad							
333	Iron Railroad						890	1,124 10
334	Lake Erie and Louisville Railway					65	5,587	12,586 03
335	Lake Shore and Michigan Southern Railway						115,707	241,659
336	Lawrence Railroad			74			^g	1,256,417 90
337	Little Miami Railroad				2	1 10		
338	Mahoning Coal Railroad							
339	Mansfield, Coldwater and Lake Michigan R.R.						^g	
340	Marietta and Cincinnati Railroad						^g	143,652 04
341	Marietta, Pittsburg and Cleveland Railway			368	11.40	1 77	1,261	80,247
342	Massillon and Cleveland Railroad						^h	
343	Newark, Somerset and Strattsville Railroad						550	12,072
344	North Columbus Railway							
345	Ohio and Mississippi Railway				2			
346	Ohio and Toledo Railroad					1 42	1,124	31,733
347	Painesville and Youngstown Railroad			410	1.50	1 20	190	163,663 40
348	Pittsburgh, Cincinnati and St. Louis Ry.			365	11	1 20-1 40		475 00
349	Pittsburgh, Ft. Wayne and Chicago Ry.			127 1	44.00	1 10-1 45	1,881	4,539 68
350	Rocky River Railroad			140 2	23	90	6,408	240,583 73
351	Sandusky, Mansfield and Newark Railroad					1 50	167,746	441,315 92
352	Toledo, Canada Southern and Detroit Ry.			71	20.75	1 25	259	1,033 22
353	Toledo and Maumee Narrow-Gauge Railroad			9200			37,936	42,577 00
354	Toledo and State Line Railroad					1 22	230	990 00
355	Toledo, Tiffin and Eastern Railroad					1 64	^g	
356	Toledo, Wabash and Western Railway					1 50	25,256	306,719 35
Totals				6,081	560.24		393,266	1,359,217
								\$4,980,568 14

g Furnished by Pittsburgh, Ft. Wayne and Chicago Railway Company, and included in its report.

¹¹ Not reported.

o Trestle,

28	Dayton and Michigan Railroad.....	1,863 57	300 00	384 20	.....	4	.....	21	.....	9	833 00
29	Dayton and Union Railroad.....	202 27	.....	45 00	.....	1	.....	.....	.....	.....	e 19 50
30	Eastern Ohio Railroad.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
31	Gallipolis, McArthur and Columbus Railroad.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
32	Harrison Branch Railroad.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
33	Iron Railroad.....	9 30	.....	.....	.....	.....	.....	.....	.....	.....	78 00
34	Lake Erie and Louisville Railway.....	140 78	.....	325 90	.....	4	.....	51	25	.....	85 00
35	Lake Shore and Michigan Southern Railway.....	365,888 66	200 00	10,836 27	.....	5	.....	13	10	.....	595 00
36	Lawrence Railroad.....	100 00	.....	.....	.....	.....	1	4	.....	.....	135 00
37	Little Miami Railroad.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
38	Malloning Coal Railroad.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
39	Mansfield, Coldwater and Lake Michigan R. R.....	113 43	.....	.....	.....	.....	.....	13	5	4	91 00
40	Marietta and Cincinnati Railroad.....	11,672 65	.....	.....	.....	29	1	142	4	30	5,035 54
41	Marietta, Pittsburg and Cleveland Railway.....	39 58	.....	7,614 38	.....	4	.....	10	29	.....	293 25
42	Massillon and Cleveland Railroad.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
43	Newark, Somerset and Straitsville Railroad.....	148 33	.....	.....	.....	.....	.....	.....	.....	.....	.....
44	North Columbus Railway.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
45	Ohio and Mississippi Railway.....	39,766 67	.....	.....	.....	1	.....	10	.....	2	329 00
46	Ohio and Toledo Railroad.....	.....	.....	.....	.....	.....	.....	2	.....	.....	35 00
47	Princeton and Youngstown Railroad.....	16 17	.....	.....	.....	.....	.....	1	.....	.....	45 00
48	Pittsburg, Cincinnati and St. Louis Railway.....	26,957 46	6,220 76	4,119 28	.....	17	3	43	75	.....	1,902 30
49	Pittsburg, Ft. Wayne and Chicago Railway.....	24,300 14	1,346 82	550 00	.....	18	1	36	59	13	2,576 00
50	Rocky River Railroad.....	.....	.....	.....	.....	1	.....	.....	.....	.....	55 00
51	Sandusky, Mansfield and Newark Railroad.....	1,660 51	.....	.....	.....	1	.....	1	1	.....	345 00
52	Toledo, Canada Southern and Detroit R'y.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
53	Toledo and Maumee Narrow Gauge Railroad.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
54	Toledo and State Line Railroad.....	.....	.....	455 00	.....	5	.....	45	6	17	924 50
55	Toledo, Tiffin and Eastern Railroad.....	5,121 36	.....	.....	.....	.....	.....	.....	.....	.....	.....
56	Toledo, Wabash and Western Railway.....	35,192 91	.....	12,450 59	.....	15	5	27	6	50	.....
Totals.....		\$244,403 89	\$14,698 56	\$71,010 32	\$7,133 15	247	21	1055	472	232	\$35,068 68

e Not paid for.

XV.—LOCOMOTIVE TRAIN MILEAGE.

No	COMPANY.	Passenger.	Freight.	Mixed.	Construction, etc.	Total.
1	Ashland, Youngstown and Pittsburgh Railroad.....	96,907	123,225	.....	4,278	224,410
2	Atlantic and Great Western Railroad.....	1,135,479	3,870,239	.....	73,077	5,078,795
3	Atlantic and Lake Erie Railway.....	.....	.....	.....	.....	.....
4	Baltimore, Pittsburgh and Chicago Railway.....	105,300	329,832	.....	121,008	556,140
5	Baltimore-Short Line Railway.....	.....	.....	.....	.....	.....
6	Bowling Green Railroad.....	.....	.....	.....	.....	.....
7	Central Ohio Railroad.....	342,294	940,515	.....	67,745	1,350,554
8	Chicago and Canada Southern Railway.....	.....	.....	.....	.....	.....
9	Cincinnati and Baltimore Railway.....	.....	.....	.....	.....	.....
10	Cincinnati, Hamilton and Dayton Railroad.....	373,463	317,885	.....	19,479	710,827
11	Cincinnati, Hamilton and Indianapolis Railroad.....	187,421	243,908	.....	40,599	471,928
12	Cincinnati and Indiana Railroad.....	490,630	502,382	295,385	45,638	1,334,035
13	Cincinnati and Muskingum Valley Railway.....	196,130	224,610	.....	17,120	437,860
14	Cincinnati, Richmond and Chicago Railroad.....	88,900	82,202	.....	6,422	177,524
15	Cincinnati, Sandusky and Cleveland Railroad.....	332,271	481,074	.....	34,671	848,016
16	Cincinnati and Springfield Railway.....	297,472	283,771	.....	31,051	612,294
17	Cincinnati and Whiteoaker Valley Railroad.....	.....	.....	.....	.....	.....
18	Cleveland, Columbus, Cincinnati and Indianapolis Railway.....	852,447	3,083,794	.....	150,244	4,086,485
19	Cleveland and Mahoning Valley Railway.....	180,158	215,025	.....	24,500	419,683
20	Cleveland, Mt. Vernon and Delaware Railroad.....	36,500	.....	.....	.....	36,500
21	Cleveland and Newburgh Railroad.....	406,116	993,439	439,543	.....	1,839,098
22	Cleveland and Pittsburgh Railroad.....	.....	.....	.....	.....	.....
23	Cleveland, Tuscarawas Valley and Wheeling Railway.....	52,915	73,805	.....	15,235	158,075
24	Columbus, Chicago and Indiana Central Railway.....	1,076,800	2,924,120	.....	82,793	4,083,713
25	Columbus and Hocking Valley Railroad.....	97,911	303,461	.....	.....	.....
26	Columbus, Springfield and Cincinnati Railroad.....	.....	.....	21,206	.....	.....
27	Columbus and Xenia Railroad.....	.....	.....	.....	.....	.....
28	Dayton and Michigan Railroad.....	335,019	334,826	.....	43,443	713,288
29	Dayton and Union Railroad.....	64,516	.....	35,514	2,792	102,822
30	Eastern Ohio Railroad.....	.....	.....	.....	.....	.....
31	Gallipolis, McArthur and Columbus Railroad.....	.....	.....	.....	.....	.....
32	Harrison Branch Railroad.....	.....	.....	.....	.....	.....
33	Iron Railroad.....	80	10,124	20,138	1,129	31,180
34	Lake Erie and Louisville Railway.....	97,546	49,354	2,542	1,025	150,467
35	Lake Shore and Michigan Southern Railway.....	2,615,253	6,098,799	.....	3,150,343	11,864,395
36	Lawrence Railroad.....	31,779	111,641	.....	982	144,402

37	Little Miami Railroad.....						
38	Mahoning Coal Railroad.....	64,122	75,977				140,099
39	Mansfield, Coldwater and Lake Michigan Railroad.....	739,200	1,633,800	270,800			2,643,800
40	Marietta and Cincinnati Railroad.....						
41	Marietta, Pittsburg and Cleveland Railway.....						
42	Massillon and Cleveland Railroad.....	60,010	224,646			9,800	294,456
43	Newark, Somerset and Straitsville Railroad.....						
44	North Columbus Railway.....						
45	Ohio and Mississippi Railway.....	861,452	1,313,274			685,188	2,859,914
46	Ohio and Toledo Railroad.....			12,000		2,000	14,000
47	Painesville and Youngstown Railroad.....			61,862		31,300	95,662
48	Pittsburgh, Cincinnati and St. Louis Railway.....	1,928,224	2,819,239			156,436	4,204,099
49	Pittsburgh, Ft. Wayne and Chicago Railway.....	1,663,187	4,967,282	d		259,980	6,890,449
50	Rocky River Railroad.....	34,122					34,122
51	Sandusky, Mansfield and Newark Railroad.....	208,090	675,179			40,545	923,814
52	Toledo, Canada Southern and Detroit Railway.....			27,553			27,553
53	Toledo and Maumee Narrow Gauge Railroad.....						
54	Toledo and State Line Railroad.....	55,522	58,230				113,752
55	Toledo, Tiffin and Eastern Railroad.....	1,043,676	2,442,980				3,486,656
56	Toledo, Wabash and Western Railway.....						
	Totals.....	15,450,921	35,803,698	1,205,763		5,288,128	57,753,510

c Switching. d Included in freight. e Including switching. f For 5 months.

NVL—CAR MILEAGE.

No.	COMPANY.	Passenger.	Express and Baggage.	Freight.	Caboose.	Construc- tion, etc.	Empty.	Total.
1	Ashtabula, Youngstown and Pittsburgh Railroad	139,062	87,735	980,525	67,052	.....	306,494	1,580,868
2	Atlantic and Great Western Railroad	3,005,469	1,130,197	41,704,194	2,310,307	.....	.....	48,150,257
3	Atlantic and Lake Erie Railway	.....	.....	.....	.....	.....	.....	.....
4	Baltimore, Pittsburgh and Chicago Railway	508,649	481,717	5,602,167	.....	1,357,452	2,181,622	10,191,707
5	Baltimore Short Line Railway	.....	.....	.....	.....	.....	.....	.....
6	Bowling Green Railroad	.....	.....	.....	.....	.....	.....	.....
7	Central Ohio Railroad	824,806	452,560	6,587,491	.....	175,050	1,444,882	9,484,789
8	Chicago and Canada Southern Railway	.....	.....	.....	.....	.....	.....	.....
9	Cincinnati and Baltimore Railway	.....	.....	.....	.....	.....	.....	.....
10	Cincinnati, Hamilton and Dayton Railroad	816,050	330,265	2,873,705	.....	.....	764,811	4,784,861
11	Cincinnati, Hamilton and Indianapolis R. R.	315,455	158,623	1,888,482	.....	.....	701,367	3,063,957
12	Cincinnati and Indiana Railroad	1,446,718	591,048	6,572,920	384,492	.....	1,564,907	10,500,085
13	Cincinnati and Muskegon Valley Railway	381,878	110,506	1,648,048	130,101	68,480	980,600	3,318,613
14	Cincinnati, Richmond and Chicago Railroad	236,546	94,912	705,418	.....	.....	249,449	1,376,285
15	Cincinnati, Sandusky and Cleveland Railroad	1,130,627	.....	4,732,512	104,652	.....	.....	5,863,139
16	Cincinnati and Springfield Railway	272,369	193,158	3,258,900	.....	.....	.....	3,820,079
17	Cincinnati and Whitewater Valley Railroad	.....	.....	.....	.....	.....	.....	.....
18	Cleveland, Col., Cincinnati and Indianapolis R'y	2,101,263	1,067,708	26,905,111	1,058,622	.....	31,132,704	.....
19	Cleveland and Mahoning Valley Railway	.....	.....	.....	.....	.....	.....	.....
20	Cleveland, Mt. Vernon and Delaware Railroad	349,761	342,109	876,909	171,672	48,700	1,116,066	2,905,217
21	Cleveland and Newburgh Railroad	.....	.....	.....	.....	.....	.....	.....
22	Cleveland and Pittsburgh Railroad	1,857,321	.....	12,372,131	.....	506,450	3,748,752	18,484,654
23	Cleveland, Tuscarawas Valley and Wheeling R'y	111,100	52,000	1,538,561	68,820	.....	.....	1,770,481
24	Columbus, Chicago and Indiana Central R'y	2,929,153	1,289,770	27,610,307	1,933,296	331,172	8,432,477	42,526,175
25	Columbus and Hocking Valley Railroad	228,535	100,004	4,237,359	271,654	101,000	2,821,906	7,763,458
26	Columbus, Springfield and Cincinnati R. R.	.....	.....	.....	.....	.....	.....	.....
27	Columbus and Xenia Railroad	.....	.....	.....	.....	.....	.....	.....
28	Dayton and Michigan Railroad	810,650	307,402	4,828,530	.....	.....	1,058,593	7,004,575
29	Dayton and Union Railroad	187,293	124,863	331,146	4,645	.....	182,130	830,076
30	Eastern Ohio Railroad	.....	.....	.....	.....	.....	.....	.....
31	Gallipolis, McArthur and Columbus Railroad	.....	.....	.....	.....	.....	.....	.....
32	Harrison Branch Railroad	.....	.....	.....	.....	.....	.....	.....
33	Iron Railroad	16,691	.....	105,139	.....	1,702	74,439	198,271
34	Lake Erie and Louisville Railway	101,880	100,058	366,179	49,450	10,250	135,470	763,317

35	Lake Shore and Michigan Southern Railway.....	6,072,347	4,553,666	120,481,475	6,098,799	5,534,000	40,160,491	182,900,778
36	Lawrence Railroad.....	56,759	32,751	462,802	42,637	.....	219,064	813,013
37	Little Miami Railroad.....	.....	.....	.....	.....	.....	.....	.....
38	Maquoning Coal Railroad.....	.....	.....	.....	.....	.....	.....	.....
39	Mansfield, Coldwater and Lake Michigan R. R.	98,357	55,172	424,946	32,724	.....	147,801	759,000
40	Marietta and Cincinnati Railroad.....	1,246,469	651,332	11,764,475	959,200	750,000	2,828,834	18,191,310
41	Marietta, Pittsburg and Cleveland Railway.....	^c	.....	.....	.....	.....	.....	.....
42	Massillon and Cleveland Railroad.....	.....	.....	.....	.....	.....	.....	.....
43	Newark, Somerset and Straitsville Railroad.....	82,061	40,372	1,320,442	.....	19,409	969,716	2,423,000
44	North Columbus Railway.....	.....	.....	.....	.....	.....	.....	.....
45	Ohio and Mississippi Railway.....	2,236,768	1,030,508	16,513,369	1,226,137	180,134	6,342,505	27,529,481
46	Ohio and Toledo Railroad.....	12,000	12,000	12,000	.....	2,000	.....	38,000
47	Painesville and Youngstown Railroad.....	64,362	64,362	213,800	.....	150,000	155,000	647,524
48	Pittsburgh, Cincinnati and St. Louis Railway.....	3,540,068	2,007,832	28,480,889	1,881,200	626,544	8,137,039	44,673,972
49	Pittsburgh, Ft. Wayne and Chicago Railway.....	5,352,947	2,572,928	54,197,867	3,782,976	.....	13,052,357	78,959,075
50	Rocky River Railroad.....	51,183	.....	.....	.....	.....	.....	51,183
51	Sandusky, Mansfield and Newark Railroad.....	562,898	300,427	5,949,865	.....	237,350	2,477,109	9,527,649
52	Toledo, Canada Southern and Detroit Railway.....	^f	.....	.....	.....	.....	.....	.....
53	Toledo and Maumee Narrow Gauge Railroad.....	27,553	.....	.....	.....	.....	.....	27,553
54	Toledo and State Line Railroad.....	.....	.....	.....	.....	.....	.....	.....
55	Toledo, Tiffin and Eastern Railroad.....	94,450	52,890	517,772	.....	32,344	246,438	943,894
56	Toledo, Wabash and Western Railway.....	^c	.....	.....	.....	.....	.....	.....
	Totals.....	37,327,928	18,399,094	396,135,736	20,549,526	10,132,037	100,503,319	583,067,640

† No report.

‡ For five months only.

* Not reported.

XVII.—PASSENGERS.

No.	COMPANY.	NUMBER CARRIED.			Total mileage or number carried one mile.	Average miles traveled.	AVERAGE AMOUNT RECEIVED.	
		Local.	Through.	Total.			For each.	Per mile.
								<i>Cents.</i>
1	Ashtabula, Youngstown and Pittsburgh Railroad			114,857	1,667,733	14.50	\$0 38.83	2.67
2	Atlantic and Great Western Railroad	900,721	75,024	975,745	36,183,327	36.94	89.	2.40
3	Atlantic and Lake Erie Railway							
4	Baltimore, Pittsburgh and Chicago Railway			119,944	10,315,184	86.	1 67.21	1.944
5	Baltimore Short Line Railway							
6	Bowling Green Railroad							
7	Central Ohio Railroad			256,984	10,527,344	40.97	1 11.36	2.72
8	Chicago and Canada Southern Railway ^b							
9	Cincinnati and Baltimore Railroad							
10	Cincinnati, Hamilton and Dayton Railroad	792,732	33,222	825,954	13,812,266	16.73	36.71	2.20
11	Cincinnati and Indiana Railroad	172,331	6,310	178,641	4,819,826	27.54	77.30	2.865
12	Cincinnati and Indianapolis Railroad	528,641	88,293	616,934	24,087,741	39.04	1 06.11	2.72
13	Cincinnati and Muskingum Valley Railway	213,945	2,013	215,958	4,280,415	19.82	57.25	2.888
14	Cincinnati, Richmond and Chicago Railroad	88,996	18,340	107,336	2,780,762	25.90	70.45	2.72
15	Cincinnati, Sandusky and Cleveland Railroad	263,908	41,084	304,992	7,721,502	25.31	73.22	2.892
16	Cincinnati and Springfield Railway	340,336	46,409	386,745	11,205,389	28.97	70.44	2.431
17	Cincinnati and Whitewater Valley Railroad ^b							
18	Cleveland, Columbus, Cincinnati and Indianapolis R'y.	605,711	66,230	671,941	29,098,238	43.30	1 17.60	2.715
19	Cleveland and Mahoning Valley Railway ^c							
20	Cleveland, Mt. Vernon and Delaware Railroad	260,549	1,261	261,810	4,779,337	18.25	55.50	3.04
21	Cleveland and Newburgh Railroad			201,686	513,853	2.55	7.64	3.
22	Cleveland and Pittsburgh Railroad	612,323	47,084	659,407	18,176,944	27.56	85.40	3.10
23	Cleveland, Tuscarawas Valley and Wheeling Railway			155,966	2,756,462	18.54	50.33	2.847
24	Columbus, Chicago and Indiana Central Railway	633,953	75,877	709,830	31,303,707	48.32	1 36.03	2.815
25	Columbus and Hocking Valley Railroad	156,211	3,344	159,555	3,829,340	24.	72.	3.
26	Columbus, Springfield and Cincinnati Railroad ^c							
27	Columbus and Xenia Railroad ^c							
28	Dayton and Michigan Railroad	324,974	17,882	342,856	10,711,629	31.24	1 00.56	3.218
29	Dayton and Union Railroad			84,361	2,321,187	27.51	64.94	2.36
30	Eastern Ohio Railroad							
31	Gallipolis, McArthur and Columbus Railroad ^b							
32	Harrison Branch Railroad ^b							

		18,707	4,131	22,838	184,652	8.	31.05	3.88
33	Iron Railroad	87,089	330	87,419	1,718,987	20.	59.50	2,974
34	Lake Erie and Louisville Railway	3,008,164	63,839	3,078,003	166,295,500	54.	1 32.51	2,452
35	Lake Shore and Michigan Southern Railway			69,150	754,340	10.91	36.24	3.92
36	Lawrence Railroad							
37	Little Miami Railroad ^c							
38	Mahoning Coal Railroad ^c							
39	Mansfield, Coldwater and Lake Michigan Railroad			53,082	1,258,507	23.70	63.60	2.68
40	Marietta and Cincinnati Railroad			608,803	20,457,087	31.33	79.28	2.53
41	Marietta, Pittsburg and Cleveland Railway	616,070	52,733	92,108	^a		61.83	^a
42	Massillon and Cleveland Railroad ^c							
43	Newark, Somerset and Straitsville Railroad			46,224	617,134	14.	42.57	3.06
44	North Columbus Railway ^b							
45	Ohio and Mississippi Railway			638,652	42,300,046	66.41	1 74.33	2,624
46	Ohio and Toledo Railroad	4,800		4,800	46,974	9.77	48.74	4.98
47	Painesville and Youngstown Railroad	40,995		40,995	560,605	13.67	44.82	3.28
48	Pittsburgh, Cincinnati and St. Louis Railway	1,311,573	188,466	1,500,039	51,362,745	34.24	88.03	2,571
49	Pittsburgh, Ft. Wayne and Chicago Railway	2,133,866	110,816	2,244,682	89,719,203	39.97	98.38	2.46
50	Rocky River Railroad			155,084	775,420	5.	10.	2.
51	Sandusky, Mansfield and Newark Railroad			191,069	6,687,415	35.	93.83	2,651
52	Toledo, Canada Southern and Detroit Railway ^b			54,582	^b		12.90	^b
53	Toledo and Maumee Narrow Gauge Railroad			57,288	1,263,892	92.	63.	2.85
54	Toledo and State Line Railroad			898,228	36,253,361	43.25	1 36.97	3.167
55	Toledo, Tiffin and Eastern Railroad	770,260	67,968					
56	Toledo, Wabash and Western Railway							
	Totals	13,886,855	1,016,656	17,193,948	654,804,294			

^b No report.^c Included in report of lessee.^a Not reported.^e Not operated.

XVIII.—FREIGHT TONNAGE.

Number.	COMPANY.	YIELDING REVENUE.			Total move- ment, or tons carried, one mile.	AVERAGE AMOUNT RECEIVED—	
		Local.	Through.	Total.		For each ton.	Per mile for each ton.
							Cents.
1	Ashtabula, Youngstown and Pittsburgh Railroad	234,280	.....	234,280	9,220,037	\$0 66.94	1.70
2	Atlantic and Great Western Railroad	1,565,479	522,002	2,087,481	240,932,613	1 45.09	1.257
3	Atlantic and Lake Erie Railway .....	.....	.....	.....	.....	.....	.....
4	Baltimore, Pittsburgh and Chicago Railway .....	.....	.....	292,184	45,580,704	1 56.16	1.001
5	Baltimore Short Line Railway ^a .....	.....	.....	.....	.....	.....	.....
6	Bowling Green Railroad .....	.....	.....	.....	.....	.....	.....
7	Central Ohio Railroad .....	.....	.....	608,486	51,721,310	1 01.22	1.119
8	Chicago and Canada Southern Railway ^b .....	.....	.....	.....	.....	.....	.....
9	Cincinnati and Baltimore Railway ^a .....	.....	.....	617,266	22,239,715	83.43	2.315
10	Cincinnati, Hamilton and Dayton Railroad .....	.....	.....	217,816	15,267,231	1 17.07	1.67
11	Cincinnati, Hamilton and Indianapolis Railroad .....	.....	.....	556,480	52,657,120	1 76.64	1.866
12	Cincinnati and Indiana Railroad	210,641	345,839	556,480	11,793,337	1 45.34	2.459
13	Cincinnati and Muskingum Valley Railway	181,981	17,739	199,720	6,965,140	94.46	2.228
14	Cincinnati, Richmond and Chicago Railroad .....	.....	.....	164,208	25,901,208	1 27.91	1.937
15	Cincinnati, Sandusky and Cleveland Railroad	204,520	187,744	392,264	20,847,060	97.81	1.773
16	Cincinnati and Springfield Railway	96,826	281,109	377,935	.....	.....	.....
17	Cincinnati and Whitewater Valley Railroad ^b	560,813	969,300	1,530,113	263,846,841	1 85.32	1.075
18	Cleveland, Columbus, Cincinnati and Indianapolis Railway .....	.....	.....	.....	.....	.....	.....
19	Cleveland and Mahoning Valley Railway ^a	229,415	5,962	235,377	10,242,369	1 07.83	2.478
20	Cleveland, Mt. Vernon and Delaware Railroad .....	.....	.....	.....	.....	.....	.....
21	Cleveland and Newburgh Railroad ^c	863,727	378,664	1,242,391	108,606,875	1 55.43	1.778
22	Cleveland and Pittsburgh Railroad .....	.....	.....	386,837	18,947,547	83.36	1.702
23	Cleveland, Tuscarawas Valley and Wheeling Railway	823,266	528,557	1,351,823	234,437,446	1 91.50	1.104
24	Columbus, Chicago and Indiana Central Railway	753,100	1,754	754,854	39,228,385	96.56	1.858
25	Columbus and Hooking Valley Railroad .....	.....	.....	.....	.....	.....	.....
26	Columbus, Springfield and Cincinnati Railroad ^a .....	.....	.....	.....	.....	.....	.....
27	Columbus and Xenia Railroad ^a .....	.....	.....	.....	.....	.....	.....
28	Dayton and Michigan Railroad .....	.....	.....	408,156	40,198,120	1 60.52	1.63
29	Dayton and Union Railroad	48,135	47,133	95,268	4,454,962	77.81	1.664
30	Eastern Ohio Railroad ^b .....	.....	.....	.....	.....	.....	.....
31	Gallipolis, McArthur and Columbus Railroad ^a .....	.....	.....	.....	.....	.....	.....
32	Harrison Branch Railroad ^b .....	.....	.....	.....	.....	.....	.....

33	Iron Railroad.....	95,386	17,954	113,340	901,104	63	7.92
34	Lake Erie and Louisville Railroad.....	65,792	6,160	71,952	2,815,008	1 07.84	2.756
35	Lake Shore and Michigan Southern Railroad.....	4,491,816	501,122	4,992,938	939,945,217	2 07	1.069
36	Lawrence Railroad.....	365,577	152	365,729	5,015,695	38.45	2.80
37	Little Miami Railroad ^a						
38	Mahoning Coal Railroad ^a						
39	Mansfield, Coldwater and Lake Michigan Railroad.....	82,328	4,154	86,482	3,546,542	60.53	1.476
40	Marietta and Cincinnati Railroad.....	412,945	331,733	744,678	101,361,445	1 62.61	1.195
41	Marietta, Pittsburg and Cleveland Railroad.....			75,558		1 95	c
42	Massillon and Cleveland Railroad.....						
43	Newark, Somerset and Straitsville Railroad.....						
44	North Columbus Railway ^b			204,468	9,983,188	68.40	1.40
45	Ohio and Mississippi Railroad.....	600,334	391,803	992,137	145,282,802	2 25.09	1.54
46	Ohio and Toledo Railroad.....	1,333		1,333	13,330	1 72	17.20
47	Painesville and Youngstown Railroad.....	7,175	1,204	8,379	263,203	1 48.65	4.732
48	Pittsburgh, Cincinnati and St. Louis Railway.....	1,217,954	728,056	1,946,010	236,429,670	1 55.52	1.257
49	Pittsburgh, Ft. Wayne and Chicago Railway.....	1,547,108	794,344	2,341,452	452,561,295	2 29.37	1.167
50	Rocky River Railroad ^c			731,146	58,491,680	90.47	1.13
51	Sandusky, Mansfield and Newark Railroad.....						
52	Toledo, Canada Southern and Detroit Railway ^b						
53	Toledo and Maumee Narrow Gauge Railroad ^c						
54	Toledo and State Line Railroad.....	101,242	20,607	121,849	4,542,943	65.56	1.758
55	Toledo, Tiffin and Eastern Railroad.....	738,524	461,497	1,200,021	247,485,405	2 46.26	1.194
56	Toledo, Wabash and Western Railway.....						
	Totals.....	15,499,697	6,544,589	25,750,501	3,431,745,707		

^a Included in report of lessee. ^b No report. ^c Carries passengers only. ^d Not operated. ^e Not reported.

[illegible]

^e Included in report of lessee, ^d No report, ^e Carries passengers only, ^f Not classified, ^g Not operated, ^h For five months.

XX.—GROSS EARNINGS FOR THE YEAR.

No.	COMPANY.	Passengers.	Freight.	Mail.	Express.	Other sources.	Total.
1	Ashtabula, Youngstown and Pittsburgh R. R.	\$41,692 38	\$156,831 88	\$3,105 00	\$5,527 60	\$4,163 44	\$214,230 30
2	Atlantic and Great Western Railroad	868,632 72	3,028,780 38	44,824 90	72,261 18	52,521 55	4,067,080 73
3	Atlantic and Lake Erie Railway						
4	Baltimore, Pittsburgh and Chicago Railway	200,560 24	456,274 83		24,015 39	839 45	681,749 91
5	Baltimore Short Line Railway						
6	Bowling Green Railroad						
7	Central Ohio Railroad	286,191 54	615,927 43	39,708 05	42,606 49	346 70	984,780 21
8	Chicago and Canada Southern Railway *						
9	Cincinnati and Baltimore Railway						
10	Cincinnati, Hamilton and Dayton Railroad	304,238 33	514,392 45	10,062 38	12,615 21	202,807 24	1,043,775 61
11	Cincinnati, Hamilton and Indianapolis R. R.	138,092 83	255,004 07	4,650 58	5,158 77	1,888 00	404,824 27
12	Cincinnati and Indiana Railroad	654,678 27	982,952 83	41,677 70	29,373 44	55,539 17	1,767,231 41
13	Cincinnati and Muskingum Valley Railway	123,628 14	290,071 91	11,205 00	5,341 15	1,102 60	431,348 80
14	Cincinnati, Richmond and Chicago Railroad	75,619 94	135,194 72	5,321 80	5,404 46	221 16	241,762 08
15	Cincinnati, Sandusky and Cleveland Railroad	223,326 76	501,741 40	19,200 00	24,862 27	18,538 02	787,671 45
16	Cincinnati and Springfield Railway	272,449 79	389,652 12	21,984 20	29,693 26		633,779 37
17	Cincinnati and Whiteoak Valley Railroad *						
18	Cleveland, C. & C. and Indianapolis R. R.	790,218 59	2,835,575 38	76,789 00	82,911 08	169,567 31	3,955,091 35
19	Cleveland and Mahoning Valley Railway						
20	Cleveland, Mt. Vernon and Delaware R. R.	145,319 09	253,806 85	17,561 40	12,530 00	2,835 56	432,042 90
21	Cleveland and Newburgh Railroad	15,415 60					15,415 60
22	Cleveland and Pittsburgh Railroad	563,139 94	1,931,121 76	24,058 72	53,760 32	117,721 18	2,689,801 92
23	Cleveland, Tuscarawas Val. and Wheel'g R. R.	78,493 16	322,480 71	4,697 99	1,489 88	764 00	407,928 74
24	Columbus, Chicago and Indiana Central R. R.	967,025 20	2,588,758 69	39,309 33	69,830 30	55,265 48	3,718,809 00
25	Columbus and Hooking Valley Railroad	114,877 20	728,853 95		3,751 56	2,179 55	849,662 26
26	Columbus, Springfield and Cincinnati R. R.						
27	Columbus and Xenia Railroad						
28	Dayton and Michigan Railroad	314,770 21	655,159 19	23,929 24	21,851 49	4,420 84	1,050,130 97
29	Dayton and Union Railroad	54,783 62	74,130 58	2,800 20	2,023 48		133,827 88
30	Eastern Ohio Railroad	1,000 00	2,200 00				3,200 00
31	Gallipolis, McArthur and Columbus R. R. *						
32	Harrison Branch Railroad *						
33	Iron Railroad	7,171 70	71,407 33	70 00		4,975 08	83,624 11
34	Lake Erie and Louisville Railway	52,016 95	57,596 47	4,468 42	2,528 32	2,529 87	139,140 03
35	Lake Shore and Michigan Southern Railway	4,075,739 84	10,451,302 90	435,639 89	311,308 99	133,807 09	15,413,858 71

		25,060 10	140,616 22	1,140 00	3,130 00	169,946 32
36	Lawrence Railroad					
37	Little Miami Railroad					
38	Mahoning Coal Railroad					
39	Mansfield, Coldwater and Lake Michigan R.R.	33,764 09	52,351 63	3,157 06	7,825 00	766 34
40	Marietta and Cincinnati Railroad	530,239 71	1,210,369 20	137,403 53	53,152 29	15,384 80
41	Marietta, Pittsburg and Cleveland Railroad	56,953 56	80,645 03	7,897 34	5,105 77	5,901 24
42	Massillon and Cleveland Railroad					
43	Newark, Somerset and Straitsville Railroad	19,817 43	139,857 57	4,844 93	919 11	165,439 04
44	North Columbus Railway ^a	1,112,354 24	2,233,201 38		^b 182,218 54	3,527,774 16
45	Ohio and Mississippi Railroad	2,339 70	2,291 92	458 33	440 00	5,529 95
46	Ohio and Toledo Railroad	18,386 25	12,455 56	1,760 60	649 24	33,251 65
47	Painesville and Youngstown Railroad	1,320,476 72	2,971,033 17	57,118 58	126,618 86	4,075,222 73
48	Pittsburgh, Cincinnati and St. Louis R'y	2,208,402 55	5,370,659 80	140,850 00	149,301 00	7,991,887 22
49	Pittsburgh, Ft. Wayne and Chicago Railroad	15,508 34				151 47
50	Rocky River Railroad	179,286 55	661,512 16	20,457 04	19,017 74	15,659 81
51	Sandusky, Mansfield and Newark Railroad					58 25
52	Toledo, Canada Southern and Detroit R'y ^a					880,331 74
53	Toledo and Maumee Narrow Gauge Railroad	7,044 22	523 82			7,568 04
54	Toledo and State Line Railroad	36,107 17	79,884 62	3,009 94	7,825 00	130,237 65
55	Toledo, Tiffin and Eastern Railroad	1,148,128 79	2,955,167 20	153,111 99	93,939 91	4,474,233 31
56	Toledo, Wabash and Western Railroad					
	Totals	\$17,116,524 48	\$43,230,930 11	\$1,308,393 14	\$1,474,967 10	\$51,304,511 00
						\$51,495,325 83

^a No report.^c Not operated.^e Included in express.^b Includes mail.

XXI.—OPERATING EXPENSES.

Number.	COMPANY.	Maintenance of way and structures.	Maintenance of cars.	Motive power.	Conducting transportation.
1	Ashtabula, Youngstown and Pittsburgh Railroad.....	\$82,891 48	\$2,106 59	\$62,823 38	\$87,480 50
2	Atlantic and Great Western Railroad.....	874,305 75	294,116 54	377,296 58	1,651,285 55
3	Atlantic and Lake Erie Railway.....				
4	Baltimore, Pittsburgh and Chicago Railway.....				
5	Baltimore Short Line Railway.....	112,419 72	15,399 24	132,844 95	211,009 96
6	Bowling Green Railroad.....				
7	Central Ohio Railroad.....				
8	Chicago and Canada Southern Railway.....	321,711 93	127,703 34	182,889 54	266,541 02
9	Cincinnati and Baltimore Railway.....				
10	Cincinnati, Hamilton and Dayton Railroad.....	132,962 71	52,038 70	84,116 85	279,270 81
11	Cincinnati, Hamilton and Indianapolis Railroad.....	105,438 96	35,452 68	39,052 39	128,910 17
12	Cincinnati and Indiana Railroad.....	28,987 04	111,417 40	47,921 51	553,819 44
13	Cincinnati and Muskingum Valley Railway.....	132,677 53	24,389 37	115,399 53	77,869 75
14	Cincinnati, Richmond and Chicago Railroad.....	39,447 06	13,512 67	25,193 18	41,920 87
15	Cincinnati, Soudesky and Cleveland Railroad.....	131,840 23	53,002 38	166,568 48	134,181 42
16	Cincinnati and Springfield Railway.....	97,336 46	31,963 51	15,489 91	334,246 87
17	Cincinnati and Whitewater Valley Railroad.....				
18	Cleveland, Columbus, Cincinnati and Indianapolis Railway.....	68,932 28	246,911 64	184,135 75	1,411,410 07
19	Cleveland and Mahoning Valley Railway.....	98,899 54	35,297 91	82,041 27	62,094 77
20	Cleveland, M. Vernon and Delaware Railroad.....	913 99	109 97	3,415 37	6,767 71
21	Cleveland and Newburgh Railroad.....	397,905 64	130,351 81	374,979 73	363,009 83
22	Cleveland and Pittsburgh Railroad.....	26,415 16		14,197 26	141,842 81
23	Cleveland, Tuscarawas Valley and Wheeling Railway.....				
24	Columbus, Chicago and Indiana Central Railway.....	650,989 21	249,322 51	899,824 07	1,012,984 43
25	Columbus and Hocking Valley Railroad.....	119,555 49	36,386 49	35,148 46	161,135 41
26	Columbus, Springfield and Cincinnati Railroad.....				
27	Columbus and Xenia Railroad.....	183,562 93	63,465 53	195,005 17	178,938 44
28	Dayton and Michigan Railroad.....	25,057 78	4,022 76	12,837 44	22,829 51
29	Dayton and Union Railroad.....				91,600 00
30	Eastern Ohio Railroad.....				
31	Gallipolis, McArthur and Columbus Railroad.....				
32	Harrison Branch Railroad.....				
33	Iron Railroad.....	19,310 39	9,625 17	4,412 94	13,571 98
34	Lake Erie and Louisville Railway.....	29,714 31	6,608 18	30,853 76	26,786 54

35	Lake Shore and Michigan Southern Railway.....	2,870,082 12	933,969 29	687,762 30	6,045,335 47
36	Lawrence Railroad.....	33,824 77	5,095 24	25,751 00	29,668 01
37	Little Miami Railroad.....				
38	Mahoning Coal Railroad.....	18,329 21	13,549 54	26,446 13	19,494 69
39	Mansfield, Coldwater and Lake Michigan Railroad.....	436,485 90	76,155 94	402,636 10	431,507 10
40	Marietta and Cincinnati Railroad.....	27,278 96	6,990 09	4,886 23	41,492 50
41	Marietta, Pittsburg and Cleveland Railway.....				
42	Massillon and Cleveland Railroad.....	81,725 71	16,818 79	28,517 28	39,721 13
43	Newark, Somerset and Straitsville Railroad.....				
44	North Columbus Railway.....				
45	Ohio and Mississippi Railway.....	419,177 20	272,884 54	180,144 21	1,726,641 64
46	Ohio and Toledo Railroad.....	3,344 95	40 00	435 00	1,650 00
47	Painesville and Youngstown Railroad.....	20,506 08	4,051 54	5,556 53	17,067 14
48	Pittsburgh, Cincinnati and St. Louis Railway.....	967,163 85	272,910 20	919,758 33	1,218,442 59
49	Pittsburgh, Ft. Wayne and Chicago Railway.....	998,841 06	521,032 81	1,293,128 80	1,464,520 24
50	Rocky River Railroad.....	1,720 66	115 71	3,758 89	5,159 24
51	Sandusky, Mansfield and Newark Railroad.....	308,708 65	74,821 63	111,691 90	192,450 90
52	Toledo, Canada Southern and Detroit Railway.....				
53	Toledo and Maumee Narrow Gauge Railroad.....	799 39	228 16	900 00	
54	Toledo and State Line Railroad.....	22,720 76			
55	Toledo, Tiffin and Eastern Railroad.....	91,000,073 45	c 15,990 72	15,800 60	35,492 41
56	Toledo, Wabash and Western Railway.....			1,272,990 66	1,148,326 40
	Totals.....	\$11,722,455 31	\$3,757,889 59	\$8,046,602 48	\$19,979,577 32

a Includes 7 months expense of operating by Receiver not classified. b Total. c Includes hire of equipment. d Including maintenance of cars.

[illegible]

^a For six months.

XXII.—RECAPITULATION—EARNINGS, EXPENSES, ETC.

Number.	COMPANY.	Gross earnings.	OPERATING EXPENSES.		NET EARNINGS.		MILES OPERATED.	
			Amount.	Percent. of earnings.	Amount.	Per cent. on paid-in stock and debt.	Entire line.	In Ohio.
1	Ashtabula, Youngstown and Pittsburgh R. R.	\$214,230 30	\$172,832 04	80.67	\$41,398 26	1.074	62.60	62.60
2	Atlantic and Great Western Railroad	4,067,050 73	3,542,043 67	87.09	525,037 06	.483	607.684	430.90
3	Atlantic and Lake Erie Railway							
4	Baltimore, Pittsburgh and Chicago Railway	681,749 91	534,690 98	78.43	147,058 93	1.962	271.	110.35
5	Baltimore Short Line Railroad							
6	Bowling Green Railroad							
7	Central Ohio Railroad	984,780 21	944,219 78	95.88	40,560 43	.757	137.	137.
8	Chicago and Canada Southern Railway							
9	Cincinnati and Baltimore Railway							
10	Cincinnati, Hamilton and Dayton Railroad	1,013,775 61	642,843 34	61.39	400,932 27	6.208	60.	60.
11	Cincinnati, Hamilton and Indianapolis R. R.	404,824 27	359,490 38	96.31	15,333 89	.312	98.20	19.
12	Cincinnati and Indiana Railroad	1,767,281 41	1,096,251 09	62.03	670,980 32	3.930	178.50	20.50
13	Cincinnati and Muskingum Valley Railway	431,308 80	391,632 35	90.88	39,716 45	.692	148.44	148.44
14	Cincinnati, Richmond and Chicago Railroad	241,702 08	151,076 98	62.49	90,625 10	9.	42.	36.
15	Cincinnati, Sandusky and Cleveland Railroad	787,671 45	501,775 76	71.32	225,895 69	2.806	188.77	188.77
16	Cincinnati and Springfield Railway	693,779 37	501,250 34	72.25	192,529 03	3.509	80.50	80.50
17	Cincinnati and Whitewater Valley Railroad							
18	Cleveland, Col., Cbn. and Indianapolis R'y	3,955,091 36	3,099,377 47	78.36	855,713 89	4.043	391.75	307.75
19	Cleveland and Mahoning Valley Railway							
20	Cleveland, Mt. Vernon and Delaware Railroad	432,042 90	329,969 78	76.37	102,073 12	1.925	136.63	156.63
21	Cleveland and Newburgh Railroad	15,415 60	12,364 79	80.21	3,050 81	4.181	3.33	3.33
22	Cleveland and Pittsburgh Railroad	2,689,801 92	1,431,190 73	53.02	1,258,611 19	7.732	225.77	184.77
23	Cleve., Tuscarawas Valley and Wheeling R'y	407,928 74	212,065 40	52.	195,862 34	4.473	101.14	101.14
24	Columbus, Chicago and Indiana Central R'y	3,718,809 00	3,002,391 06	80.70	716,417 94	1.845	580.50	135.90
25	Columbus and Hocking Valley Railroad	849,662 26	427,936 51	50.36	421,725 75	9.475	89.	89.
26	Columbus, Springfield and Cincinnati Railroad							
27	Columbus and Xenia Railroad	1,050,130 97	711,781 26	67.78	338,349 71	4.936	142.	142.
28	Dayton and Michigan Railroad	133,827 88	82,456 47	61.61	51,371 41	8.376	46.74	46.74
29	Dayton and Union Railroad							
30	Eastern Ohio Railroad	3,200 00	1,600 00	50.	1,600 00		7.75	7.75

[illegible]

^eOf line operated.

r Not completed.

Deficit, \$5,897.77.

^h Deficit for 6 months, \$23,895.72.Totals.....
Less deficits.....

XXIII.—EARNINGS AND EXPENSES PER MILE, ETC.

No.	COMPANY.	AMOUNT PER MILE OF—			PROPORTION FOR OHIO.		
		Gross earnings.	Operating expenses.	Net earnings.	Gross earnings.	Operating expenses.	Net earnings.
1	Ashtabula, Youngstown and Pittsburgh Railroad.....	\$3,422 21	\$2,760 90	\$661 31	\$214,230 30	\$173,832 04	\$41,398 26
2	Atlantic and Great Western Railroad	6,632 76	5,828 75	864 01	2,883,910 28	2,511,608 37	372,301 91
3	Atlantic and Lake Erie Railroad						
4	Baltimore, Pittsburgh and Chicago Railway						
5	Baltimore Short Line Railroad	2,515 69	1,973 03	542 66	277,006 39	217,723 86	59,882 53
6	Bowling Green Railroad.....						
7	Central Ohio Railroad.....	7,188 17	6,892 11	296 06	984,780 21	944,219 78	40,560 43
8	Chicago and Canada Southern Railway						
9	Cincinnati and Baltimore Railroad						
10	Cincinnati, Hamilton and Dayton Railroad.....	17,396 26	10,714 05	6,682 21	1,043,775 61	642,843 34	400,932 27
11	Cincinnati and Indiana Railroad.....	4,122 45	3,966 30	156 15	78,326 55	75,359 70	2,966 85
12	Cincinnati and Indianapolis Railroad	9,800 46	6,141 46	3,759 00	202,959 43	125,899 93	77,059 50
13	Cincinnati and Maskingum Valley Railroad	2,905 88	2,638 32	267 56	431,348 80	391,632 35	39,716 45
14	Cincinnati, Richmond and Chicago Railroad	5,756 24	3,597 07	2,159 17	207,224 64	120,494 32	77,730 12
15	Cincinnati, Sandusky and Cleveland Railroad.....	4,172 65	2,975 98	1,196 67	787,671 45	561,775 76	225,895 69
16	Cincinnati and Springfield Railway.....	8,618 38	6,926 71	2,391 67	693,779 37	501,250 34	192,529 03
17	Cincinnati and Whitewater Valley Railroad.....						
18	Cleveland, Columbus, Cincinnati and Indianapolis Railway	10,095 96	7,911 62	2,184 34	3,107,031 69	2,434,801 06	672,230 63
19	Cleveland and Mahoning Valley Railway						
20	Cleveland, Mt. Vernon and Delaware Railroad	2,758 36	2,106 68	651 68	432,042 90	329,969 78	102,073 12
21	Cleveland and Newburgh Railroad	4,624 68	3,709 44	915 24	15,415 60	12,364 79	3,050 81
22	Cleveland and Pittsburgh Railroad	11,913 30	6,339 15	5,574 75	2,201,331 30	1,171,284 74	1,030,046 56
23	Cleveland, Tuscarawas Valley and Wheeling Railway.....	4,033 31	2,096 76	1,936 55	407,928 74	212,066 40	195,862 34
24	Columbus, Chicago and Indiana Central Railway.....	6,406 22	5,172 08	1,234 14	870,605 30	702,885 67	167,719 63
25	Columbus and Hocking Valley Railroad	9,546 76	4,808 27	4,738 49	849,662 26	427,936 51	421,725 75
26	Columbus, Springfield and Cincinnati Railroad						
27	Columbus and Xenia Railroad						
28	Dayton and Michigan Railroad	7,395 29	5,012 54	2,382 75	1,050,130 97	711,781 26	338,349 71
29	Dayton and Union Railroad	2,863 24	1,764 15	1,099 09	133,827 88	82,456 47	51,371 41
30	Eastern Ohio Railroad.....				3,200 00	1,600 00	1,600 00
31	Gallipolis, McArthur and Columbus Railroad.....						
32	Harrison Branch Railroad						

33	Iron Railroad.....	5,068 43	3,455 99	1,632 14	83,624 11	56,633 81	26,930 30
34	Lake Erie and Louisville Railway.....	1,599 67	1,309 42	290 25	130,140 03	113,893 93	25,246 10
35	Lake Shore and Michigan Southern Railway.....	13,113 82	9,388 96	3,724 86	5,497,313 34	3,935,852 03	1,561,461 31
36	Lavacence Railroad.....	7,710 81	4,370 91	3,339 90	97,773 07	55,423 14	42,349 93
37	Little Miami Railroad.....						
38	Mahoning Coal Railroad.....	2,224 18	1,929 84	294 34	97,864 12	84,913 05	12,951 07
39	Mausfield, Coldwater and Lake Michigan Railroad.....	6,262 77	4,947 26	1,315 51	1,953,109 53	1,542,854 96	410,254 57
40	Marietta and Cincinnati Railroad.....	1,557 24	1,031 01	526 23	156,502 94	103,616 25	52,886 69
41	Marietta, Pittsburg and Cleveland Railway.....						
42	Massillon and Cleveland Railroad.....						
43	Newark, Somerset and Straitsville Railroad.....	3,759 98	3,894 02	m	165,439 04	171,336 81	n
44	North Columbus Railway.....						
45	Ohio and Mississippi Railway.....	7,845 67	5,706 39	2,139 28	153,225 93	111,445 79	41,780 14
46	Ohio and Toledo Railroad.....	552 99	552 99		5,529 95	5,529 95	
47	Painesville and Youngstown Railroad.....				33,251 65	57,147 37	p
48	Pittsburgh, Cincinnati and St. Louis Railway.....	11,797 18	8,991 86	2,805 32	4,127,833 28	3,146,251 81	981,581 47
49	Pittsburgh, Fort Wayne and Chicago Railway.....	17,065 74	10,029 36	7,036 38	4,235,446 75	2,524,359 91	1,711,086 84
50	Rocky River Railroad.....	2,831 79	2,391 86	439 93	15,659 81	13,227 01	2,432 80
51	Sandusky, Mansfield and Newark Railroad.....	7,572 75	6,350 07	1,222 68	880,331 74	738,195 45	142,136 29
52	Toledo, Canada Southern and Detroit Railway.....						
53	Toledo and Maumee Narrow Gauge Railroad.....	1,009 07	671 04	337 43	7,568 04	5,037 30	2,530 74
54	Toledo and State Line Railroad.....						
55	Toledo, Tiffin and Eastern Railroad.....	3,024 56	2,375 68	648 88	130,237 65	102,296 78	27,940 87
56	Toledo, Wabash and Western Railway.....	7,418 90	5,869 75	1,249 15	537,476 95	443,166 12	94,310 83
	Totals.....				\$35,254,117 60	\$25,573,058 14	\$9,710,852 95
	Less.....						29,793 49
	Total.....						\$9,681,059 46

m Deficit, \$134.94. n Of main line. p Deficit for six months, \$23,895.72.

XXIV.—RECEIPTS OTHER THAN EARNINGS.

No.	COMPANY.	Increase of capital stock.	Sale of bonds of company.	Increase of floating debt.	Rental of road, etc.	Sale of real estate.	Other sources.
1	Ashtabula, Youngstown and Pittsburgh Railroad.	\$11,225 25	\$400,000 00		\$51,941 26		
2	Atlantic and Great Western Railroad.	4,255 50	1,529,500 00	\$3,017,631 25		\$4,992 00	
3	Atlantic and Lake Erie Railway.	400,223 17		8,858 25			\$219 48
4	Baltimore, Pittsburgh and Chicago Railway.						
5	Baltimore Short Line Railway.	800,270 00	750,000 00		2,057 44		
6	Bowling Green Railroad.	7,700 00	3,000 00				6,320 00
7	Central Ohio Railroad.	2,950 00			350,187 55		16,122 60
8	Chicago and Canada Southern Railway.						
9	Cincinnati and Baltimore Railway.	388,200 00	175,000 00		52,683 36		
10	Cincinnati, Hamilton and Dayton Railroad.						
11	Cincinnati, Hamilton and Indianapolis Railroad.						
12	Cincinnati and Indiana Railroad.						
13	Cincinnati and Muskingum Valley Railway.	500 00					
14	Cincinnati, Richmond and Chicago Railroad.				37,410 71		151 70
15	Cincinnati, Sandusky and Cleveland Railroad.			20,010 44			
16	Cincinnati and Springfield Railway.		62,745 50	127,293 50	192,529 03		16,305 44
17	Cincinnati and Whitewater Valley Railroad.						
18	Cleveland, Colbus, Cincinnati and Indianapolis Railway.		2,533,000 00				
19	Cleveland and Mahoning Valley Railway.				305,948 88		86 69
20	Cleveland, Mt. Vernon and Delaware Railroad.	31,190 56	1,829,840 75				
21	Cleveland and Newburgh Railroad.					2,039 32	262 17
22	Cleveland and Pittsburgh Railroad.	354 59	1,877,000 00		1,188,214 80		
23	Cleveland, Tuscarawas Valley and Wheeling Railway.						
24	Columbus, Chicago and Indiana Central Railway.	176,125 24			590,587 31		
25	Columbus and Hocking Valley Railroad.	65,750 00	36,000 00				
26	Columbus, Springfield and Cincinnati Railroad.				80,000 00		
27	Columbus and Xenia Railroad.				166,536 00		8,634 20
28	Dayton and Michigan Railroad.			59,861 19			
29	Dayton and Union Railroad.						
30	Eastern Ohio Railroad.						
31	Gallipolis, McArthur and Columbus Railroad.	7,925 08		18,925 00			2,300 00
32	Harrison Branch Railroad.						
33	Iron Railroad.	175,006 47					
34	Lake Erie and Louisville Railway.						40,349 00
35	Lake Shore and Michigan Southern Railway.		3,656,000 00			25,834 33	240,356 25

		\$9,800 00			67,978 55		4,255 14
36	Lawrence Railroad.....						2,070 00
37	Little Miami Railroad.....	23,000 00	31,000 00		^g 541,487 10		
38	Mahoning Coal Railroad.....				^h 30,195 70		
39	Mansfield, Coldwater and Lake Michigan Railroad.....				12,951 07		
40	Marietta and Cincinnati Railroad.....					16,786 50	
41	Marietta, Pittsburg and Cleveland Railroad.....	238 90	2,850,000 00	345,075 12			
42	Massillon and Cleveland Railroad.....	150 00		13,636 34	20,000 00		
43	Newark, Somerset and Straitsville Railroad.....				49,023 66		
44	North Columbus Railway.....						
45	Ohio and Mississippi Railway.....		139,200 00	133,343 33			
46	Ohio and Toledo Railroad.....	80,000 00					
47	Painesville and Youngstown Railroad.....	1,735,000 00	470,000 00	46,304 56			
48	Pittsburgh, Cincinnati and St. Louis Railway.....	3,550 00		483,726 26			
49	Pittsburgh, Ft. Wayne and Chicago Railway.....				2,760,565 03		
50	Rocky River Railroad.....			5,666 84	550 00		21,014 44
51	Sandusky, Mansfield and Newark Railroad.....	6,112 00			174,350 00		
52	Toledo, Canada Southern and Detroit Railway.....						
53	Toledo and Maumee Narrow Gauge Railroad.....	32,889 00		1,027 82			^e 3,711 95
54	Toledo and State Line Railroad.....	100,000 00					
55	Toledo, Tiffin and Eastern Railroad.....	2,328 43			27,940 87		
56	Toledo, Wabash and Western Railway.....						
	Totals	\$4,144,124 79	\$15,705,286 25	\$4,547,686 28	\$6,702,594 32	\$87,702 15	\$328,113 55

^e Donations.

^f Includes \$160,340.75, funded interest.

^g Columbus and Xenia deducted.

^h Reported by lessee.

XXV.—PAYMENTS OTHER THAN OPERATING EXPENSES.

Number.	COMPANY.	INTEREST.		DIVIDENDS ON STOCK.				APPLIED TO	
		On bonds.	On floating debt.	Preferred.		Common.		Canceling bonds or to sinking fund.	Liquidation of unfunded debt.
				Per cent.	Amount.	Per cent.	Amount.		
1	Ashtabula, Youngstown and Pitts. R. R.	\$120,465 91							\$147,526 03
2	Atlantic and Great Western Railroad	1,775,867 11	\$36,344 52					\$54,000 00	
3	Atlantic and Lake Erie Railway								
4	Baltimore, Pittsburgh and Chicago Ry.		47,597 77		8.	\$2,057 44			712,232 90
5	Baltimore Short Line Railway								
6	Bowling Green Railroad			6	\$24,693 00	6.	146,572 92	31,510 00	
7	Central Ohio Railroad	150,000 00							
8	Chicago and Canada Southern Railway								
9	Cincinnati and Baltimore Railway	21,073 41	8,330 73			8.	31,615 95		425,194 28
10	Cincinnati, Hamilton and Dayton R.R.	162,500 00							
11	Cincinnati, Hamilton and Indianapolis R.R.	120,220 00							
12	Cincinnati and Indiana Railroad	650,629 50	33,542 60						
13	Cincinnati and Muskegon Valley Ry.	105,000 00							
14	Cincinnati, Richmond and Chicago R.R.	43,750 00							
15	Cincinnati, Sandusky and Cleveland R.R.	158,961 00	8,572 01	3	25,731 00			15,624 31	34,408 58
16	Cincinnati and Springfield Railway	183,330 00							
17	Cincinnati and Whitewater Valley R.R.								
18	Cleve., Col., Cin'ti and Indian'polis Ry.	332,829 57	19,428 67			3.	524,664 00	30,000 00	187,969 81
19	Cleveland and Mahoning Valley Railway	86,831 45				6.	167,628 32		
20	Cleveland, Mr. Vernon and Delaware R.R.	214,274 27						1,000 00	639,305 97
21	Cleveland and Newburgh Railroad	2,310 00						3,000 00	
22	Cleveland and Pittsburgh Railroad	383,805 00				7 & 10	786,795 00	1,288,000 00	
23	Cleve., Tuscarawas Val. and Wheeling Ry.	68,557 52							
24	Col., Chicago and Indiana Central Ry.	590,637 25							16,045 76
25	Columbus and Hocking Valley Railroad	161,517 50	2,545 32			8.	148,416 00	28,120 00	20,392 86
26	Columbus, Springfield and Cin'ti R.R.	70,000 00							
27	Columbus and Xenia Railroad	21,140 00				8.40	150,010 80		
28	Dayton and Michigan Railroad	193,025 00		8	102,218 00	3.50	31,814 50	30,000 00	
29	Dayton and Union Railroad	19,180 00							

XXV.—PAYMENTS OTHER THAN OPERATING EXPENSES—Continued.

Number.	COMPANY.	Rental of roads, track, depot, etc.	Discount in sale of bonds.	Construction.	Equipment.	Real estate.	General expenses.
1	Ashabula, Youngstown and Pittsburgh Railroad.	\$120,000 00		\$75,244 57			
2	Atlantic and Great Western Railroad			127,542 58	\$5,544 21	\$4,143 00	e \$564,270 39
3	Atlantic and Lake Erie Railway	g 53,031 49	\$537,149 25	204,837 63	14,000 00	16,257 46	38,498 62
4	Baltimore, Pittsburgh and Chicago Railway						
5	Baltimore Short Line Railway	75,000 00					
6	Bowling Green Railroad.			716,154 92			
7	Central Ohio Railroad			21,255 88	2,800 00	600 00	
8	Chicago and Canada Southern Railway			2,950 00			3,161 88
9	Cincinnati and Baltimore Railway						
10	Cincinnati, Hamilton and Dayton Railroad	22,250 00		123,759 13		221 52	
11	Cincinnati and Indianapolis Railroad			2,755 32			
12	Cincinnati and Indiana Railroad			37,201 31		2,998 75	
13	Cincinnati and Muskingum Valley Railway						
14	Cincinnati, Richmond and Chicago Railroad.						
15	Cincinnati, Sandusky and Cleveland Railroad.				27,970 18		
16	Cincinnati and Springfield Railway		80,000 00	8,474 21			
17	Cincinnati and Whitewater Valley Railroad		142,586 39	49,604 51			
18	Cleveland, Columbus, Cin'ti and Indianapolis R'y			235,881 00			
19	Cleveland and Mahoning Valley Railway	150,000 00		1,921 40		102 00	9,036 67
20	Cleveland, Mr. Vernon and Delaware Railroad		20,000 00	9,872 57		437 51	
21	Cleveland and Newburgh Railroad			726 25			
22	Cleveland and Pittsburgh Railroad		h 95,895 20	224,958 04	499,700 75		79,537 26
23	Cleveland, Tuscarawas Valley and Wheeling R'y						
24	Columbus, Chicago and Indiana Central R'y			k 164,456 82			
25	Columbus and Hocking Valley Railroad	3,750 00		70,768 73	28,155 00	4,956 40	
26	Columbus, Springfield and Cincinnati Railroad.						
27	Columbus and Xenia Railroad						
28	Dayton and Michigan Railroad						
29	Dayton and Union Railroad		10,000 00		6,000 00		2,500 00
30	Eastern Ohio Railroad				5,503 62		3,124 77
31	Gallipolis, McArthur and Columbus Railroad			23,172 67			
32	Harrison Branch Railroad						
33	Iron Railroad			5,792 74			
34	Lake Erie and Louisville Railway				7,000 00		

		365,600 00	252,039 17	1,921,535 16	109,018 24	133,355 87	.....
35	Lake Shore and Michigan Southern Railway			76,301 88			2,233 48
36	Lawrence Railroad						4,180 87
37	Little Miami Railroad		5,500 00				740 84
38	Malmoning Coal Railroad			42,121 16			.....
39	Mausfield, Goldwater and Lake Michigan Railroad .....						.....
40	Marietta and Cincinnati Railroad			219,170 37	20,103 75		.....
41	Marietta, Pittsburg and Cleveland Railroad		534,147 26	474,132 02	26,628 35		.....
42	Massillon and Cleveland Railroad	25,184 55		6,520 52			719 00
43	Newark, Somerset and Straitsville Railroad .....						.....
44	North Columbus Railway .....						.....
45	Ohio and Mississippi Railway				2,052 07	11,106 33	.....
46	Ohio and Toledo Railroad .....						.....
47	Painesville and Youngstown Railroad			11,928 61			.....
48	Pittsburgh, Cincinnati and St. Louis Railway			36,090 00			.....
49	Pittsburgh, Ft. Wayne and Chicago Railway			2,225,054 56			.....
50	Rocky River Railroad		710,799 62	73,939 31	2,309 14	12,804 60	89,616 71
51	Sandusky, Mansfield and Newark Railroad			208,803 06	883 45	25,300 00	33,765 03
52	Toledo, Canada Southern and Detroit Railway			430 26	4,490 68		5,183 76
53	Toledo and Maumee Narrow Gauge Railroad .....						.....
54	Toledo and State Line Railroad			27,946 32	10,748 49		.....
55	Toledo, Tiffin and Eastern Railroad			100,000 00			.....
56	Toledo, Wabash and Western Railway		50,000 00	186,453 30			.....
		\$14,816 04	\$2,441,116 92	\$6,817,796 81	\$772,997 93	\$217,286 79	\$837,769 57

^e Hire of cars and engines. ^g Includes bonds of mineral companies. ^h Paid by lessee for use of 26 miles track P. Ft. W. and C. Railway. ^k \$52,920.28 additional expended by lessee. ⁿ Little Miami Division. ^o Paid out of earnings of lessee. ^p Includes \$14,765.00 taxes on capital stock and bonds. ^m Includes equipment.



REPORTS
OF
RAILROAD COMPANIES
FOR THE YEAR ENDING JUNE 30, 1875.

ASHTABULA, YOUNGSTOWN AND PITTSBURGH RAILROAD COMPANY.

[ROAD ALL IN OHIO. OPERATED BY THE PENNSYLVANIA COMPANY, UNDER LEASE.]

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized	\$1,900,000 00	
Amount subscribed	1,826,350 00	
Amount issued	1,816,500 00	
Par value of shares	\$50	
Amount paid in—common	1,496,582 50	
preferred	321,000 00	
Total paid in		\$1,817,582 50
Increase since June 30, 1874	\$11,295 25	
Average amount paid in per mile (62.60)	29,034 86	
Stockholders, residents of Ohio, 884.		
Amount of stock held by them June 30—common.	\$121,150 00 }	
“ “ preferred.	27,700 00 }	248,850 00
Location of transfer offices out of this State, Pittsburgh, Pa.		
Number shares transferred within the year at such agency—common, 720; preferred, 100.		

DEBT.

1st mortgage 7 per cent. bonds, gold, due October, 1901 ...	\$1,500,000 00	
2d mortgage 7 per cent. income bonds, due July, 1894.	400,000 00	
Amount of funded debt		\$1,900,000 00
Increase since June 30, 1874	\$400,000 00	
Unfunded debt contracted for construction, equipment or		
real estate	82,877 60	
Unfunded debt contracted for other purposes	54,184 03	
Amount of debt not secured by mortgage		137,061 63
Decrease since June 30, 1874	147,526 03	
Total debt liabilities	2,037,061 63	
Increase since June 30, 1874	252,473 97	
Average amount of debt per mile	32,540 92	
Total of paid-in stock and debt		3,854,644 13
Total average amount per mile	\$61,575 78	

COST OF ROAD, Etc.

The road was built for gross sum in stock, bonds, and cash.

Total expenditure for construction	\$3,726,860 10
Average cost per mile, not including sidings	\$59,534 50
No equipment owned by company.	
Value of real estate owned, exclusive of roadway	150,000 00

CHARACTERISTICS, Etc.

LINE OWNED BY COMPANY—MILES.

Single main track, Youngstown to Ashtabula Harbor	62.60
Aggregate of sidings and other tracks	6.18
Total length of rail computed as single track	68.78

All in Ohio, and distributed as follows :

County.	Main track.	Sidings, etc.	Total.
Mahoning	3.50	1.43	4.93
Trumbull	30.04	1.45	31.49
Ashtabula	29.06	3.30	32.36
Totals	62.60	6.18	68.78

Weight of rail per yard on main track, 56 pounds. Gauge of track, 57½ inches.

Road all ballasted with cinder and gravel. Miles ballasted since June 30, 1874... .98

Bridges and Trestles.

Wood bridges, 5; greatest age, 3½ years; aggregate length, 402 feet.

Trestles, 61; greatest age, 3 years; aggregate length, 4,536 feet.

Fencing.

Miles, single, built by company (total cost, \$33,558)	86.90
“ built within the year ending June 30, 1875 (cost per rod, \$1.15)	56.90
“ required to inclose road, both sides	25.40
Reason why not completed—Mostly on unimproved lands.	

Stations, etc.

Passenger and freight	13
Water and fuel	6
Telegraph offices in stations	10
Miles of telegraph owned by company	62.60

RAIL LAID WITHIN THE YEAR—MILES.

New iron, weight 56 pounds per yard98
---	-----

RECEIPTS AND EXPENDITURES FOR YEAR ENDING JUNE 30.

RECEIPTS.

Payments on capital stock	\$11,295 25
Sale of bonds of company, not previously issued	400,000 00
Lessee, for rent of road	51,941 26
	<hr/>
	\$463,236 51

EXPENDITURES.

Interest on bonds	\$120,465 91
Discount in sale of bonds	120,000 00
Floating debt liquidated	147,526 03
Construction of new work	75,244 57
	<hr/>
	\$463,236 51

GENERAL BALANCE SHEET JULY 1, 1875,

Taken after making all proper entries affecting or pertaining to the business and transactions of the company to date.

LIABILITIES.

Common stock.....	\$1,495,000 00	
Preferred stock.....	321,000 00	
Installments on stock.....	1,082 50	
1st mortgage bonds.....	1,500,000 00	
2d mortgage bonds.....	400,000 00	
Floating debt	137,061 63	
		\$3,854,644 13

ASSETS.

Cost of road and harbor improvements.....	\$3,726,860 10	
Income account	127,784 03	
		\$3,854,644 13

OFFICERS.

Directors—William Thaw.....	Pittsburgh, Pa.
Thos. D. Messler.....	“
Wm. H. Barnes.....	“
Wm. Harbaugh.....	“
D. McCandless.....	“
William P. Shinn.....	“
Caleb B. Wick.....	Youngstown, Ohio.
Warren Packard.....	Warren, “
Henry Hubbard.....	Ashtabula, “
A. C. Fiske.....	“ “
A. L. Morrison.....	“ “
F. Harrington.....	Morgan, “
R. F. Smith.....	Cleveland, “
President, William P. Shinn.....	Pittsburgh, Pa.
Treasurer and Secretary, James R. Shaler.....	Dennison, Ohio.
Assistant Treasurer, A. F. Hubbard.....	Ashtabula, Ohio.

State of Pennsylvania, County of Allegheny, ss :

William P. Shinn, President of the Ashtabula, Youngstown and Pittsburgh Railroad Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, 1875.

[Signed]

WM. P. SHINN, *President.*

Subscribed and sworn to before me, this 31st day of August, 1875.

[SEAL.]

FRANK SEMPLE, *Notary Public.*

REPORT OF PENNSYLVANIA COMPANY, LESSEE.

CHARACTERISTICS.

OPERATED UNDER LEASE—EMBRACED IN THIS REPORT.

	Miles.	
Ashtabula, Youngstown and Pittsburgh R. R., single main track.....	62.60	
Sidings and other tracks.....	6.18	
		<u>68.78</u>

RAILROADS CROSSED AT GRADE.

Youngstown and Austintown Coal Road (private), at Youngstown.

Atlantic and Great Western, one mile north of Warren.

Lake Shore and Michigan Southern, at Ashtabula.

Do all trains on your road stop at these crossings? Yes.

Are flagmen stationed at each? Yes.

Are your time-tables arranged to secure running connections with roads named? Not in all cases.

Number of highways crossed at grade	70
Miles of telegraph on line of road	62.6
Number of telegraph stations operated by company	10
Number operated jointly with telegraph company	10

ROLLING STOCK.

Equipment furnished by Pittsburgh, Ft. Wayne and Chicago Railway.

No particular equipment allotted to this line.

State terms of service: The usual rate of 1 cent per mile at present.

Average number of cars, including baggage cars, in passenger trains 7

Average number of cars in freight trains 20

Kind of brake in use on passenger cars: Westinghouse air-brake.

Method of bridging between passenger cars when two or more are run in trains: An adjustable board.

Are all cars run on your road heated and lighted as prescribed by act passed May 4, 1869 (66 Ohio Laws, 94)? Yes.

State method of heating passenger cars run on your road: Drupp's patent safety stove.

Means of lighting same: Lard oil lamps and candles.

Number of persons employed by company, 161.

SPEED OF TRAINS—MILES PER HOUR.

Express passenger—highest rate allowed, not limited; average, including stops..	30
Mail and accommodation? not limited: ..	20
Freight trains, 15 miles: ..	12

RATES FOR TRANSPORTATION.

PASSENGERS.			
Fare charged per mile :			
		Highest.	Lowest.
For the shortest distance carried.....		5 cents.	5 cents.
More than 8 and less than 30 miles.....	3	"	3 "
More than 30 miles and less than entire length of main road	3	"	3 "
Through passengers.....	2	"	1 "
Is there an addition to ticket rates if fare is paid on trains? No.			

FREIGHT.			
Rate charged per ton per mile :			
		Highest.	Lowest.
For the shortest distance carried.....	26	cents.	9 cents.
More than 5 and less than 30 miles	5	"	3.33 "
More than 30 miles and less than entire length of main road.	4.32	"	1.44 "

EXPRESS AND TRANSPORTATION COMPANIES.

None.

DOINGS OF THE YEAR.

LOCOMOTIVE AND CAR MILEAGE.

<i>Locomotives.</i>			
Hauling passenger trains		96,907	
" freight trains		123,225	
" construction and other trains		4,278	
			224,410
<i>Cars.</i>			
Passenger		139,062	
Express and baggage		87,735	
Freight		980,525	
Caboose		67,052	
Empty cars (freight)		306,494	
			1,580,868

AMOUNT PAID FOR LOSS, DAMAGES, ETC.

For loss and damage of goods and baggage.....		\$48 46
For injuries, fatal and non-fatal :		
To passengers	\$1,000 00	
To employés	17 00	
		\$1,017 00
For animals killed—2 horses.....	\$50 00	
22 cattle	567 47	
1 sheep	5 00	
		622 47

FUEL CONSUMED.

Supplied from Pittsburgh, Ft. Wayne and Chicago Railway, and included in report of that road.

TRANSPORTATION.

	<i>Passengers.</i>
Number carried	114,857
Average number carried in each car per trip	20
Total mileage, or number carried one mile	1,667,733
Average number of miles traveled by each	14.50
Average amount received for each	\$0 38.83
Average amount per mile received for each	02.67

Freight.

Tons carried	234,280
Average tons in each loaded car per trip	3
Total movement, or tons carried one mile	9,220,037
Average amount received for each ton	\$0 66.94
Average amount per mile received for each	01.70

TONNAGE CLASSIFIED.

	Tons.	Per cent.
Coal	80,722	34.456
Stone, lime, sand, etc.	35,093	14.979
Petroleum	122	.052
Ores	78,209	33.382
Pig and bloom iron	16,475	7.032
Railroad iron (iron and steel rails)	36	.016
Other iron and castings	2,124	.907
Lumber and other forest products	6,424	2.742
Live stock	2,759	1.178
Grain	470	.200
Other agricultural products	1,706	.728
Flour	659	.282
Provisions (beef, pork, lard, etc.)	2,399	1.024
Manufactures, including agricultural implements	4,213	1.798
Merchandise	2,313	.988
Miscellaneous	556	.237
Total tonnage yielding revenue	234,280	100.
Supplies for company's use	5,750	

EARNINGS, OPERATING EXPENSES, Etc, FOR YEAR ENDING JUNE 30.

EARNINGS.

Passenger transportation	\$44,602 38
Freight transportation	156,831 88
Mail service	3,105 00
Express service	5,527 60
All other sources of income, including rents, etc.	4,163 44
Total earnings	\$214,230 30

OPERATING EXPENSES.

Maintenance of way and structures	\$32,891 48	
Maintenance of cars.....	2,106 59	
Motive power	42,823 38	
Conducting transportation.....	50,381 53	
Hire of equipment	28,093 97	
General expenses—		
Taxes	\$10,194 21	
Other general expenses of operating	6,335 88	
	<hr/>	16,530 09
Total operating expenses, being 80.67 per cent. of earnings.....		\$172,832 04
Net earnings, placed to credit of A. Y. & P. R. R. Co.....		<hr/> \$41,398 26

AMOUNTS PER MILE (62.60) OPERATED.

Earnings	\$3,422 21
Operating expenses.....	2,760 90
Net earnings	\$661 31

CASUALTIES TO PERSONS.

Statement for the year ending June 30 of all accidents resulting in injuries to persons, giving extent and cause thereof:

December 19, 1874. Levi Wate, brakeman, Youngstown: had index finger on right hand smashed while coupling engine to train; amputated at second joint. Want of caution.

March 8, 1875. Alec Palmer, Briar Hill: attempted to get on train in motion, between express and baggage cars, with a couple of shovels in his hand; missed his hold and fell; made second attempt to get on front part of coach, but was struck by pedestal on head, cutting deep gash and otherwise injuring him. Died from effects of injuries within two days. Was intoxicated at time of accident, and supposed to be trying to steal a ride. No inquest.

April 9, 1875. Neil O'Donald, yard brakeman, Youngstown: had his foot caught between main and guard rail; wheel passing, bruised foot, ankle and leg quite severely. Want of caution.

OFFICERS OF LESSEE.

President, Thomas A. Scott	Philadelphia, Pa.
1st Vice-President, J. N. McCullough	Pittsburgh, Pa.
2d Vice-President, William Thaw	"
General Manager, J. D. Layng	"
General Counsel, John Scott	"
Comptroller, Thos. D. Messler.....	"
Auditor, J. P. Farley	"
Treasurer, W. H. Barnes	"
Secretary, C. P. Mackie.....	Philadelphia, Pa.
Cashier, J. P. Henderson.....	Pittsburgh, Pa.
Superintendent, D. B. McCoy.....	Ashtabula, Ohio.
Chief Engineer, Felician Slataper	Pittsburgh, Pa.
General Ticket Agent, F. R. Myers	"
General Freight Agent, William Stewart	"
Purchasing Agent, William Mullins	"

State of Pennsylvania, County of Allegheny, ss :

Thomas D. Messler, Comptroller of the Pennsylvania Company, lessee of the Ashtabula, Youngstown and Pittsburgh Railroad, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1875.

[Signed]

THOS. D. MESSLER, *Comptroller*.

Subscribed and sworn to before me, this 27th day of August, A.D. 1875.

[SEAL.]

FRANK SEMPLE, *Notary Public*.

ATLANTIC AND GREAT WESTERN RAILROAD COMPANY.

This company having defaulted in the payment of the interest on the first mortgage bonds on two consecutive half-year coupons, its property was placed in the hands of J. H. Devereux as Receiver, who was appointed to that office by the Court of Common Pleas of the county of Summit, State of Ohio, by the Court of Common Pleas for the county of Philadelphia, State of Pennsylvania, and by the Supreme Court of the county of Chautauqua, State of New York, on the 9th day of December, 1874, on application of the trustees of the first mortgage bond-holders, since which date said company has ceased to operate its road or otherwise manage its property.

The lease of this company's railroad and other property to the Erie Railway Company, bearing date 6th May, 1874, was never carried into effect by that company.

LINE OPERATED—MILES.

Salamanca, N. Y., to Dayton, Ohio.....	387.50	
Dayton, Ohio, to Cincinnati, Ohio.....	60.	
Cleveland, O., to Sharon, Pa.....	81.50	
Vienna Junction, Ohio, to Vienna, Ohio.....	7.75	
Niles Ohio, to New Lisbon, Ohio.....	35.60	
Junction, Pa., to Oil City, Pa.....	33.78	
Wadsworth, Ohio, to Silver Creek.....*	1.554	
		607.684
Aggregate of sidings and other tracks.....	127.285	
Constructed double gauge.....	62.36	
		189.645
Total length of track.....		797.329

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized	\$50,000,000 00
Amount subscribed.....	34,675,804 10
Par value of shares.....	\$50
Amount paid in—common.....	24,799,554 10
preferred.....	9,876,250 00
Total paid in.....	\$34,675,804 10
Increase since June 30, 1874.....	\$4,255 50
Average amount paid in per mile (422.834).....	82,008 08
Proportion for Ohio (247.554 miles).....	20,301,428 23
Stockholders, residents of Ohio, 7.	
Amount of stock held by them June 30, 1875.....	\$350 00
Location of transfer offices out of this State: Meadville, Pa., London, England.	
Number of shares transferred with the year at such agency: [Not given.]	

DEBT.

1st mortgage 7 per cent. bonds, due January 1, 1902.....	\$14,922,200 00	
2d " 7 " " March 1, 1902.....	10,173,679 69	
3d " 7 " " May 1, 1902.....	28,784,000 00	
1st Ohio Div., 7 " " October 1, 1876.....	2,416,300 00	
Leased line rental trust—7 per cent. bonds, due Jan. 1, 1902	" 5,323,000 00	
" 7 " Jan. 1, 1903	" 2,907,000 00	
Western extension certificates, 8 per cent., due July 1, 1876	2,059,000 00	
Western extension 7 per cent. bonds.....	1,748,500 00	
Amount of funded debt.....	\$68,333,679 69	
Increase since June 30, 1874.....	\$1,475,500 00	
Amount of debt not secured by mortgage.....	5,678,118 86	
Increase since June 30, 1874.....	\$3,017,631 23	
Cash, securities, debit balances, etc., available to payment, deducted.		
Total debt liabilities.....	74,011,798 55	
Increase since June 30, 1874.....	4,493,131 23	
Average amount of debt per mile.....	" 146,568 87	
Proportion for Ohio.....	" 36,283,710 04	
Total of paid-in stock and debt.....	\$108,687,602 65	
Total average amount per mile.....	" \$228,576 95	
Proportion for Ohio.....	" 56,585,138 27	

COST OF ROAD, EQUIPMENT, ETC.

Total for road and equipment.....	\$81,272,320 41
Total average amount per mile.....	\$192,208 57
Proportion for Ohio.....	47,582,000 33

CHARACTERISTICS, ETC.

LINE OWNED BY COMPANY—MILES.

	Length.	In Ohio.
Main line, Salamanca, New York, to Dayton, Ohio.....	387.50	246
Franklin Branch, near Meadville, Pa., to Oil City, Pa.....	33.78	.....
Silver Creek Branch, near Wadsworth, to Silver Creek, Ohio.....	" 1.554	1.554
Total single main track.....	422.834	247.554
Aggregate of sidings and other tracks.....	92.063	46.877
Total length of rail computed as single track.....	514.897	294.431

" The two classes of leased line rental trust bonds, western extension certificates and western extension bonds, amounting to \$12,037,500, are not a lien on the road of the Atlantic and Great Western Railroad Company, and are therefore omitted in all calculations for amount per mile, or proportion for Ohio.

" Since last report 4.46 miles of iron has been taken up. There is, in addition, 6.06 miles in Summit county and 2.786 miles in Wayne county, without iron on this branch: total, 3.838 miles.

Length in Ohio, distributed as follows :

County.	Main track.	Branches.	Sidings, etc.	Total.
Trumbull.....	29.630	.....	5.813	35.443
Portage.....	22.882	.....	8.144	31.026
Summit.....	19.342	.155	3.654	23.151
Medina.....	7.041	1.399	1.752	10.192
Wayne.....	18.950	.....	2.110	21.060
Ashland.....	20.911	.....	2.011	22.922
Richland.....	20.338	.....	2.645	22.983
Crawford.....	5.899	.....	6.109	12.008
Morrow.....	2.298	.....	.....	2.298
Marion.....	25.238	.....	1.916	27.154
Union.....	23.909	.....	4.136	28.045
Champaign.....	21.206	.....	4.562	25.768
Clarke.....	18.256	.....	.769	19.025
Greene.....	4.893	.....	.687	5.580
Montgomery.....	5.207	.....	2.569	7.776
Totals.....	246.	1.554	46.877	294.431
Laid with steel rail.....	18.30	.....	.....	18.30
Laid with steel top rail.....	15.215	.....	.....	15.215

UNDER LEASE—EMBRACED IN THIS REPORT.

	Length.	In Ohio.
Cleveland and Mahoning Valley Railway.....	123.35	123.35
Cincinnati, Hamilton and Dayton wide gauge track.....	60.	60.
Sharon Branch.....	1.50	.....
Total single track.....	184.85	183.35
Sidings and other tracks.....	35.222	35.222
Constructed double gauge.....	62.36	62.36
Total.....	282.432	280.932
Miles of steel and "capped" rail in use—entire line.....	146.347	.....

Weight of rail per yard on main track, 56, 60, and 68 lbs.

Gauge of track, 72, 57 $\frac{1}{4}$, and 57 $\frac{3}{8}$ inches.

Road in Ohio all ballasted.

Miles ballasted since June 30, 1874, 11.25, with gravel, sand, coal cinder and slack.

Bridges and Trestles in Ohio.

Wood bridges, 58; greatest age, 8 $\frac{1}{2}$ years; aggregate length.....	6,380 ft.
Iron " 5; greatest age, 19 $\frac{1}{2}$ years; "	641 ft.
Stone " 3; "	80 ft.
.....	7,101 ft.
Trestles, 25; aggregate length, 3,000 ft.	

Fencing in Ohio.

Miles, single, built by company (total cost, \$——).

Miles included in right of way: Can not tell, as a quantity is owned by individuals.

Miles built within the period ending December 9, 1874 (cost per rod, \$1.37), 30.

Miles required to inclose road, both sides: Fences are of an age that it requires about 10 per cent. per year new fence. We are building all the time.

Stations, etc.

Passenger and freight, entire line, 114; in Ohio, 63.

Water and fuel, 77; in Ohio, 48.

Telegraph offices in stations, 97; in Ohio, 60.

RAILROADS CROSSED AT GRADE IN OHIO.

Mahoning Coal, at Leetonia and Youngstown.

Ashtabula, Youngstown and Pittsburgh, at Warren and Youngstown.

Painesville and Youngstown, at Warren and between Warren and Niles.

Cleveland and Pittsburgh, 3 miles west of Ravenna and at Newburgh.

Cleveland, Mt. Vernon and Delaware, at Akron.

Cleveland, Tuscarawas Valley and Wheeling, at Russell.

Pittsburgh, Ft. Wayne and Chicago, at Mansfield and Leetonia.

Baltimore and Ohio, Lake Erie Division, 2 crossings at Mansfield.

Cleveland, Columbus, Cincinnati and Indianapolis—Galion 2, Marion 1, Dayton 3.

Cincinnati, Sandusky and Cleveland, at Urbana.

Columbus, Chicago and Indiana Central, at Urbana.

Do all trains on your road stop at these crossings? Yes.

Are flagmen stationed at each? Yes.

Are your time-tables arranged to secure running connections with roads named? [Not stated.]

Number of highways crossed at grade in Ohio	378	
Miles of telegraph on line of road.....	535.25	In Ohio, 360.75
Miles of telegraph owned by company.....	535.25	360.75
Number of telegraph stations operated by company.....	97	60
Number operated jointly with telegraph company.....	97	60

• ROLLING STOCK.

Locomotives, with tenders, 222; average weight, in working order, 117,000 pounds.

Express and baggage cars, 44; average weight, 28,000 pounds.

Passenger cars, 78; average weight, 40,000 pounds.

Drawing-room and sleeping cars, 12.

Freight cars, 5,206; average weight, 13,000 pounds.

Other cars, 114; average weight, 14,000 pounds.

Postal cars, 3; average weight, 35,000 pounds.

NOT OWNED BY COMPANY INCLUDED ABOVE.

Locomotives and tenders, ^a53; owned by United States Rolling Stock Company.

Express and baggage cars, 19; owned by United States Rolling Stock Company.

Passenger cars, 40; owned by United States Rolling Stock Company.

Freight cars, 2,477; owned by United States Rolling Stock Company.

Drawing-room and sleeping cars, 12; owned by Pullman Palace Car Company.

Terms of service; Locomotives, \$200; passenger cars, \$100; express and baggage cars, \$37.50; and freight cars, \$18.75 per month.

^a Only fourteen in use; the remaining thirty-nine being stored at various points on the line of the road—have since been surrendered to the United States Rolling Stock Co.

Average number of cars, including baggage cars, in passenger trains, 3.8.

Average number of cars in freight trains, 10.9.

Kind of brake in use on passenger cars: Ordinary hand-brake.

Method of bridging between passenger cars, when two or more are run in trains :
Miller's platform and coupling.

State method of heating passenger cars run on your road : Coal stoves.

Means of lighting same : Candles.

Number of persons employed by Company, 3,436; proportion for Ohio, 2,667.

SPEED OF TRAINS—MILES PER HOUR.

Express passenger—highest rate allowed.....	40
Average, including stops.....	25
Mail and Accommodation—highest rate allowed.....	25
Average, including stops.....	20
Freight trains—highest rate allowed.....	15
Average, including stops.....	10

RATES FOR TRANSPORTATION.

PASSENGERS.

Fare charged per mile :

	Highest.	Lowest.
For the shortest distance carried (2 miles).....	10 cents.	.. cents.
more than 8 and less than 30 miles.....	3 "	3 "
more than 30 miles and less than entire length of main road in Ohio.....	3 "	3 "
through passengers (whole length of road).....	2.68 "	1 "

Is there an addition to ticket rates if fare is paid on trains ? No.

Amount charged in addition to regular fares in sleeping or other cars run on your road :
For seat, 50 cents; berth, \$2.00; section, \$4.00; state room, \$7.00.

FREIGHT.

Rate charged per ton per mile :

	Highest.	Lowest.
For the shortest distance carried	16 cents.	6 cents.
more than 5 and less than 30 miles.....	8.03 "	2.53 "
more than 30 miles and less than entire length of main road in Ohio.....	5.05 "	1.70 "
through freight (whole length of road).....	2.84 "	.60 "

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road?

United States and Adams.

State terms:

The United States Express Company pays about double first-class rates on west bound and about double second-class rates on east bound freight.

The Adams Express Company pays twenty-seven cents per hundred on all shipments.

What freight, transportation, and other special lines run on your road?

Great Western Dispatch and Erie and Pacific Dispatch.

State terms as to rates, use of track, machinery, repair of cars, etc., with each.

The Great Western Dispatch is a coöperative company.

The Erie and Pacific Dispatch Company ship freight, using the regular tariff rates as from time to time established, and are in all respects on the same footing as other shippers, and receive commissions according to the different classes of freight shipped.

Name and post-office address of the principal agent or officer of each line in Ohio.
 Superintendent United States Express Company, E. M. Matthews, Cleveland.
 Superintendent Adams Express Company, J. H. Rhodes, Cincinnati.

DOINGS FROM JULY 1 TO DECEMBER 9, 1874.

RAIL LAID IN OHIO—MILES.

Rerolled iron, 60 pounds per yard	24,420	
Spliced and mended iron—can not be given.		
Steel—weight 60 pounds per yard	1,276	25,696

LOCOMOTIVE AND CAR MILEAGE.

<i>Locomotives.</i>		
Hauling passenger trains	505,205	
“ freight trains	1,832,346	
“ construction and other trains	45,585	2,383,136
<i>Cars.</i>		
Passenger	1,430,093	
Express and baggage	533,964	
Freight	20,014,902	
Caboose	1,044,781	23,023,740

AMOUNT PAID FOR LOSS, DAMAGES, ETC.

For loss and damage of goods and baggage	\$5,247 92
For injuries in Ohio, fatal and non-fatal:	
To employés	\$1,114 62
Medical attendance and nursing	1,143 77
To others	2,247 00
	\$4,535 39
For animals killed in Ohio—	
19 horses	\$1,498 50
2 mules	
81 cattle	1,447 00
56 sheep	135 00
21 hogs	21 47
	\$3,101 97
Amount claimed, unsettled, and in litigation for injuries in Ohio to persons: Not known.	

FUEL CONSUMED.

Wood, 4,696½ cords; cost, \$15,252.89. Coal, 55,165½ tons; cost, \$137,852.56.

TRANSPORTATION.

<i>Passengers.</i>		
Number carried—local	442,987	
through	41,804	484,791
Average number carried in each car per trip		13.3
Total mileage, or number carried one mile		19,094,012
Average number of miles traveled by each		39.38
Average amount received for each		\$0 94.87
Average amount <i>per mile</i> received for each		2.41
<i>Freight.</i>		
Tons carried—local	994,697	
through	237,945	1,110,183

Average tons in each loaded car per trip	6.52
Total movement, or tons carried one mile.....	117,584,400
Average amount received for each ton.....	\$1 39.12
Average amount <i>per mile</i> received for each.....	1.313

	TONNAGE CLASSIFIED.	Tons.	Per Cent.
Coal.....		453,639	41.
Stone, lime, sand, etc.....		23,617	2.
Petroleum.....		181,316	16.
Ores.....		92,188	8.
Pig and bloom iron.....		27,900	3.
Other iron and castings.....		38,686	3.
Lumber and other forest products.....		43,018	4.
Live stock.....		15,353	1.
Grain.....		29,897	3.
Other agricultural products.....		39,458	4.
Flour.....		29,547	3.
Provisions (beef, pork, lard, etc.).....		29,077	3.
Manufactures, including agricultural implements.....		21,632	2.
Merchandise.....		67,851	6.
Miscellaneous.....		17,004	1.
Total tonnage yielding revenue.....		1,110,183	100
Supplies for Company's use.....		122,459	

EARNINGS, OPERATING EXPENSES, ETC., FOR YEAR ENDING JUNE 30.

EARNINGS.		
Passenger transportation—local.....	\$311,113 78	
through.....	148,832 79	
	<hr/>	\$459,946 57
Freight transportation—local	\$1,086,259 84	
through	458,203 80	
	<hr/>	1,544,463 73
Mail service		20,440 49
Express service		34,809 08
All other sources of <i>income</i> , including rents, etc.....		30,223 54
Total earnings.....		<hr/> \$2,059,883 41

OPERATING EXPENSES.		
Maintenance of way and structures	\$456,292	44
Maintenance of cars	122,361	17
Motive power	176,907	07
Conducting transportation.....	795,581	98
General expenses:		
Taxes—Ohio	\$99,979	71
New York	9,030	47
Pennsylvania.....	20,401	86
Iowa	5	17
Other general expenses of operating	201,912	05
	<u>331,329</u>	<u>26</u>
Total operating expenses, being 90.07 per cent. of earnings.....	1,882,471	92
Net earnings	\$207,411	49

AMOUNTS PER MILE (607.684) OPERATED.

Earnings.....	3,439 09	Proportion for Ohio (430.90 miles)....	\$1,481,903 88
Operating expenses....	3,097 78	“ “	1,334,833 40
Net earnings	341 31	“ “	147,070 48

OTHER RECEIPTS AND PAYMENTS WITHIN THE YEAR.

RECEIPTS OTHER THAN EARNINGS.

Payments on capital stock	\$4,255 50
Sale of bonds of Company (not previously issued)—no discount	1,000 00
Sale of real estate.....	4,992 00
Increase of floating debt	3,017,631 23
Sale of Western Extension certificates—no discount.....	80,000 00
Sale of Western Extension bonds—no discount.....	1,748,500 00
Citizens' subscriptions	6,434 00
	<u>\$4,862,812 73</u>

PAYMENTS OTHER THAN OPERATING EXPENSES.

Interest on bonds, main line.....	\$1,139,285 24
Interest on bonds of leased line, rental trust.....	636,581 87
Interest on floating debt	36,344 52
Drawn bonds of leased line, rental trust, due 1902.....	63,000 00
“ “ “ 1903.....	48,000 00
Bonds of the Company temporarily withdrawn	243,000 00
Hire of cars.....	387,446 21
Lease of Cleveland and Mahoning.....	\$244,399 96
“ Cincinnati, Hamilton and Dayton... ..	66,387 88
“ Sharon Branch	1,322 58
	<u>312,110 42</u>
Construction of new work	82,110 72
Additional equipment	5,544 21
Additional real estate.....	4,143 00
Rent of docks, lots, etc	6,423 34
Cleveland, Columbus, Cincinnati and Indianapolis Railway stock	1,829,089 70
Cost of road—redemption of old securities.....	5,673 97
	<u>\$4,798,753 20</u>

GENERAL BALANCE SHEET JULY 1st, 1875.

NOTE.—It comprises all accrued indebtedness up to and including 30th of June.

LIABILITIES.

Capital stock.....	\$34,675,804 10
Funded debt—main line	56,296,179 69
“ leased line, rental trust bonds.....	12,037,500 00
Due to other companies and individuals.....	7,583,228 41
	<u>\$110,592,712 20</u>

ASSETS.

Cost of road, equipment and appurtenances.....	\$81,272,320	41
Cost of bonds and stock of Cleveland and Mahoning Valley Railway Company	5,370,292	80
Cost of bonds and stock of Shenango and Allegheny Railroad, Mercer Mining and Manufacturing Co., Pithole Valley Railroad Co., and Petroleum Railroad Co.....	1,911,937	33
Cost of stock of the Cleveland, Columbus, Cincinnati and Indianapolis Railway Co.....	13,811,847	66
Supplies on hand	1,192	23
Due by other companies and individuals.....	1,903,917	32
Profit and loss since organization.....	6,321,204	45
	<hr/>	\$110,592,712 20

CASUALTIES TO PERSONS IN OHIO.

Statement of all accidents resulting in injuries to person from June 30 to December 10, 1874, giving extent and cause thereof:

July 7, 1874. W. S. Peck, brakeman, Leavittsburg yard: injured; first finger of right hand taken off at first joint while coupling cars. Want of caution.

July 11, 1874. Kate Wertman, between Ashland and Windsor: killed; threw herself across track just in front of train; engine and five cars passed over her. She was subject to fits of insanity.

July 16, 1874. Uriah Minor, switchman, Leavittsburg yard: fatally injured; went between two cars to uncouple; two cars had become detached from train; he gave signal to back, and when train backed up it struck the detached cars, the jar causing him to fall across the rail: was caught by wheel of car, dragging him thirty feet; died the same day. No inquest.

July 21, 1874. James Kelley, brakeman, Newburgh: injured; right arm cut off near shoulder; brake-chain gave way and he fell from train. Cause beyond his control.

July 25, 1874. Wm. Reynolds, passenger, one mile east of Silver Creek: injured; leg broken getting off train while in motion. Want of caution.

July 29, 1874. Ward Burden, brakeman, Cleveland yard: slightly injured; making coupling, foot was caught between switch rail and flange of wheel; foot and ankle slightly bruised. Want of caution.

August 3, 1874. N. W. Morris, brakeman, near Cleveland: injured; brake wheel came off: fell from train, injuring head and back. Cause beyond his control.

August 6, 1874. L. M. Vallen, switchman, Kent yard: injured; two fingers broken; thumb of left hand bruised, while coupling cars. Want of caution.

August 10, 1874. John Lenard, Girard: injured; jaw broken in two places; right arm broken and crushed, making amputation necessary; attempted to crawl under train as it was backing in on side track.

August 11, 1874. Edward Droughton, laborer, $2\frac{1}{2}$ miles west of Burbank: injured; both legs bruised, no bones broken; got legs between dead-woods while climbing on train: engineer had given signals to back up. Want of caution.

August 14, 1874. M. O'Brien, brakeman, Newburgh: injured; fore finger and thumb crushed, coupling engine to train: caught between draw-heads. Want of caution.

August 15, 1874. Thos. Cox, Vienna Junction: killed: struck by train while walking on track: could not alarm him as he was hard of hearing: there was a train passing on the Ashtabula, Youngstown and Pittsburgh Railroad at the time: inquest held, and company exonerated from blame.

August 17, 1874. Pasorache Roche, near Brier Hill: fatally injured: was stealing ride on rear end of engine: supposed he struck his head against rail when getting off; inquest held. Verdict, came to his death by jumping off a car while in motion.

August 26, 1874. Jno. Lewis, Caledonia: injured: leg badly crushed: no bones broken: caught between dead-woods of cars while train was in motion: supposed he got between cars to steal a ride.

August 31, 1874. Jno. Craddoc, brakeman, Cleveland yard: injured: two toes crushed: was coupling engine to car: while getting on car he caught his foot between draw-head and front end of engine. Want of caution.

September 8, 1874. Mrs. Guilfoil, passenger, one mile east of Youngstown: slightly injured in back: caused by car of iron getting away from Valley Mill men and running out on main track striking the coach she was in. Cause beyond her control.

September 14, 1874. J. Ferrell, brakeman, one mile east of Johnson's: killed: fell between the third and fourth car from engine: all the train passed over him: not known what caused him to fall as the train was moving slow.

September 14, 1874. Anna Manyan, aged eight years, Cleveland yard: killed: was picking up coal from track under cars: one pair of trucks of an empty coal car and wheel of a loaded coal car passed over her body.

September 16, 1874. Chas. Tupper, brakeman, near Randall: injured: was setting brake on car: clog flew off, causing the brake to throw him from train: right arm and head slightly bruised. Cause beyond his control.

September 19, 1874. Wm. H. Baker, brakeman, Galion yard: fatally injured while in the act of going between two cars to uncouple: car striking and throwing him down, passed over his left leg, arm and side of his body: it is supposed he caught his foot in the frog: lived about three hours.

September 24, 1874. Wm. Hickox, Phalanx: injured: attempted to get on train when in motion: was thrown between cars and platform, wheels running over right foot, rendering amputation necessary: face bruised about nose and mouth. Was intoxicated.

October 1, 1874. J. B. Palmer, brakeman, Randall: injured: right foot crushed: amputated above ankle. Want of caution.

October 5, 1874. Anson Rogers, 60 years of age, near Braceville: killed: undertook to cross the track ahead of train: engine struck the wagon throwing him on front end of engine. Coroner's verdict, "Find that the proper signals were given: no blame to said engineer."

October 6, 1874. John Bentley, painter, Kent yard: injured: foot crushed: loss of foot, with exception of heel: was trying to get on switch-engine when in motion. His own fault.

October 8, 1874. Edward Alley, Kent: killed: train had made stop at the station and being started to be put away in the yard he attempted to get on the train and fell under. Coroner's verdict, "Came to his death by falling under passing freight train while in a state of intoxication."

October 17, 1874. Frederick Croft, one mile west of Springfield: injured: engineer whistled for crossing: but he did not seem to hear, whistled again when Croft commenced whipping up his horse with the lines: engine struck wagon, breaking Croft's leg between ankle and knee.

October 19, 1874. Michael McCarty, brakeman, Mineral Ridge: injured: three fingers bruised, one smashed, while coupling cars: was caught between the bumpers. Want of caution.

October 19, 1874. Clark W. Washburn, passenger, Leavittsburgh: injured: attempted

to get on train when in motion; slipped and fell off the car and was thrown between car and platform; train stopped and he got on. His own fault.

October 20, 1874. Frank Farley, brakeman, Doughtens; injured; one bone in left arm broken near wrist, when in the act of uncoupling cars; had one hand on end of car: cars came together and caught his arm. Want of caution.

October 21, 1874. Thos. Handricant, fireman, switch train, Cleveland yard: injured: foot badly bruised and two toes broken while coupling cars; had one foot on top of rail; car hit his shoulder; made mistake. Want of caution.

October 22, 1874. Barney Bethel, brakeman, 1½ miles west of Pottersburg: injured; hip broken and shoulder bruised: was getting down from roofed flat car on to a flat car: foothold gave way and he fell. Want of caution.

October 26, 1874. Geo. Skates, east of Randall: killed: was walking on track; engineer blew whistle when within forty rods of him; he looked around when engine was within ten rods of him but made no effort to get off track. No inquest.

October 29, 1874. H. J. Singleton, brakeman, Solon: injured; leg broken; foot slipped when setting brake on baggage car; brake in perfect order. Want of caution.

November 4, 1874. Timothy Lannin, brakeman, Cleveland: injured; right leg crushed above ankle; amputated; attempting to get on train while in motion, foot slipped off truck and wheel passed over his leg. Want of caution.

November 6, 1874. John Schonka, aged 9 years, Cleveland: killed; boys got on some cars and let brakes off; cars ran down grade; some of the boys saw policeman and called police; boys jumped off and car ran over Schonka. Coroner T. Clark Miller called; no inquest held, as it was clear case of accident and no one at fault.

November 8, 1874. Chas. Sullivan, aged 9 years, Cleveland yard; fatally injured; flesh on calf of leg badly torn: died November 10; was getting on train of empty coal cars. No inquest.

November 12, 1874. Geo. Russell, brakeman, Cleveland: injured: first finger on right hand broken; was coupling cars. Want of caution.

November 13, 1874. Chas. Frank, switchman, Kent yard: killed; went between cars to pull the pin; foot caught between the rails entering the frog; was dragged over guard rails and frog, tearing out entrails. No inquest.

November 17, 1874. Edward O. Ruddy, brakeman, Cleveland: injured while setting brake; hand slipped from brake wheel; fell from top of car, injuring him internally. Want of caution.

November 19, 1874. Robert Gier, brakeman, Wadsworth: injured; attempted to get on engine when in motion. Foot slipped; made the second attempt and was struck by some lath piled by track, lost his hold and engine ran over his left foot; was amputated at ankle joint. Want of caution.

November 28, 1874. Thomas Wheland, brakeman, Burghill: injured while coupling cars; had flesh of three fingers on right hand crushed. Want of caution.

December 9, 1874. B. F. Smith, Cleveland yard: killed; was walking on track towards train and struck by it, two cars and engine passing over him; it is supposed he was deaf and dumb. T. Clark Miller, coroner; verdict. "Killed while walking on track: no fault of company or employes."

OFFICERS.

Directors--James F. Clark.....Cleveland, Ohio.
W. S. C. Otis....." "

Directors—John Tod.....	Cleveland, Ohio.
D. P. Eells	“ “
Sam'l. L. Mather	“ “
Henry E. Parsons.....	Ashtabula, “
Jno. Stambaugh.....	Youngstown, Ohio.
Geo. T. Perkins.....	Akron, “
Sobieski Ross	Condersport, Penna.
James H. Fay	New York City.
A. Hegervisch	“
J. Clinton Gray	“
Thos. Warnock	Meadville, Penna.
President, James F. Clark.....	Cleveland, Ohio.
Auditor, Thos. Warnock.....	Meadville, Penna.
Treasurer, F. E. Rittman	“ “
Secretary, Thomas Warnock.....	“ “
General Superintendent, P. D. Cooper	Cleveland, Ohio.
Master Mechanic, Wm. Fuller.....	Meadville, Penna.
Chief Engineer, Chas. Latimer	“ “
General Ticket Agent, Wm. B. Shattuc	Cincinnati, Ohio.
General Freight Agent, Geo. G. Cochran.....	“ “
Purchasing Agent, J. H. Holway.....	Meadville, Penna.

State of Ohio, County of Cuyahoga, ss :

James F. Clark, President of the Atlantic and Great Western Railroad Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1875.

[Signed.]

JAMES F. CLARK, *President.*

Subscribed and sworn to before me, this 24th day of September, A.D. 1875.

[SEAL.]

NICHOLAS BARTLETT, *Notary Public.*

REPORT OF THE RECEIVER FROM DECEMBER 10, 1874, TO JUNE 30, 1875.

J. H. Deveraux was appointed Receiver of the property of the Atlantic and Great Western Railroad Company on 9th December, 1874, and took charge of the property on the 10th of same month. He was appointed Receiver by the Court of Common Pleas of the county of Summit, State of Ohio, by the Court of Common Pleas of the county of Philadelphia, State of Pennsylvania, and by the Supreme Court of Chautauqua county, State of New York, on application of the trustees of the first mortgage bondholders, the company having defaulted on two consecutive series of coupons of said mortgage.

Since above date the Receiver has operated above railroad.

ROLLING STOCK.

Locomotives, with tenders, 188; average weight, in working order, 117,000 pounds.
 Express and baggage cars, 37; average weight, 28,000 pounds.
 Passenger cars, 70; average weight, 40,000 pounds.
 Drawing-room and sleeping cars, 12.
 Freight cars, 4,377; average weight, 18,000 pounds.
 Other cars, 113; average weight, 14,000 pounds.
 Postal cars, 3; average weight, 35,000.

NOT OWNED BY COMPANY REPORTING—(INCLUDED ABOVE).

Locomotives and tenders, 19; owned by United States Rolling Stock Company.
 Express and baggage cars, 12; owned by United States Rolling Stock Company.
 Passenger cars, 30; owned by United States Rolling Stock Company.
 Freight cars, 1,652; owned by United States Rolling Stock Company.
 Drawing-room and sleeping cars, 12; Pullman Palace Car Company.
 State terms of service: Fifteen per cent. per annum on cost of rolling stock.
 Average number of cars, including baggage cars, in passenger trains, 3,40.
 Average number of cars in freight trains, 10,60.
 Number of persons employed by receiver, 3,643; proportion for Ohio, 2,839.

DOINGS TO JUNE 30.

One wood bridge rebuilt at Hubbard; length, 120 feet.
 Miles of fencing (cost per rod, \$1.37), 31.
 Miles of rerolled iron, laid in Ohio, 60lbs. per yard 14,197
 Spliced and mended iron: Can not be given.

LOCOMOTIVE AND CAR MILEAGE.

<i>Locomotives.</i>		
Hauling passenger trains	630,274	
freight trains.....	2,037,893	
construction and other trains	27,493	
	<hr/>	2,695,659
<i>Cars.</i>		
Passenger	1,575,376	
Express and baggage	596,233	
Freight.....	21,689,292	
Caboose	1,255,616	
	<hr/>	25,126,517

AMOUNT PAID FOR LOSS, DAMAGES, ETC.

For loss and damage of goods and baggage	\$1,179 85
For injuries in Ohio, fatal and non-fatal:	
to employes	\$258 85
to others	40 00
For medical attendance and nursing	651 83
	<hr/>
For animals killed in Ohio—7 horses	\$200 00
18 cattle.....	197 50
12 sheep.....	.....
20 hogs.....	6 00
	<hr/>
	193 50

Amount claimed, unsettled, and in litigation for injuries in Ohio to persons: Not known.

FUEL CONSUMED.

Wood, 6,228½ cords, cost, \$20,331.99; coal, 69,571½ tons, cost, \$154,360.54.

TRANSPORTATION.

Passengers.

Number carried—local.....	457,734	
through	33,220	
		490,954
Average number carried in each car per trip		10.80
Total mileage or number carried one mile		17,689.315
Average number of miles traveled by each		34.80
Average amount received for each		\$0 83.25
Average amount per mile received for each		0 02.59

Freight.

Tons carried—local	693,241	
through	284,057	
		977,298
Average tons in each loaded car per trip		6.39
Total movement, or tons carried one mile		123,348.213
Average amount received for each ton		\$1 51.86
Average amount per mile received for each		0 01.293

TONNAGE CLASSIFIED.

	Tons.	Per Cent.
Coal	246,157	25.
Stone, sand, etc	22,434	2.
Petroleum	193,728	20.
Ores	77,977	8.
Pig and bloom iron	38,797	4.
Other iron and castings	37,462	4.
Lumber and other forest products	47,440	5.
Live stock	12,668	1.
Grain	62,636	6.
Other agricultural products	37,630	4.
Flour	31,582	3.
Provisions (beef, pork, lard, etc)	28,738	3.
Manufactures, including agricultural implements	29,929	3.
Merchandise	74,675	8.
Miscellaneous	35,415	4.
Total tonnage yielding revenue	977,298	100.
Supplies for company's use	115,027	

EARNINGS, OPERATING EXPENSES, Etc., FOR YEAR ENDING JUNE 30.

EARNINGS.

Passenger transportation—local	\$288,405 12	
through	120,341 03	
		\$408,746 15
Freight transportation—local	\$844,061 64	
through	640,255 01	
		1,484,316 65

Mail service.....	\$24,324 41
Express service.....	37,452 10
All other sources of income, including rents, etc	22,298 01
Total earnings.....	\$1,977,197 32

OPERATING EXPENSES.

Maintenance of way and structures.....	\$398,013 31
Maintenance of cars	171,755 37
Motive power	200,839 51
Conducting transportation.....	855,703 57
General expenses:	
Taxes—Pennsylvania.....	\$1,937 90
New York.....	2,537 52
Other general expenses of operating.....	29,234 57
	<u>32,709 99</u>
Total operating expenses being, 83.93 per cent. of earnings	\$1,659,571 75
Net earnings	\$317,625 57

AMOUNTS PER MILE (607.684) OPERATED.

Earnings.....	\$3,253 67	Proportion for Ohio, 430.90 miles.....	\$1,402,006 40
Operating expenses..	2,730 97	“ “	1,176,774 97
Net earnings	522 70	“ “	225,231 43

OTHER RECEIPTS AND PAYMENTS WITHIN THE YEAR.

RECEIPTS OTHER THAN EARNINGS.

Floating debt	\$330,277 27
Assets of Atlantic and Great Western Railroad Company.....	603,829 38
	<u>\$934,106 65</u>

PAYMENTS OTHER THAN OPERATING EXPENSES.

Liabilities of Atlantic and Great Western R. R. Co	\$810,539 00
Interest on floating debt.....	5,995 63
Hire of cars and engines	176,824 18
Lease of Cleveland and Mahoning Valley R'y	\$153,356 38
Cincinnati, Hamilton and Dayton R.R..	62,354 94
Sharon Railroad	1,677 42
	<u>217,388 74</u>
Rent of docks and lots.....	1,226 78
Additions (construction).....	33,757 89
	<u>\$1,251,732 22</u>

GENERAL BALANCE SHEET JULY 1, 1875,

Taken after making all proper entries affecting or pertaining to the business and transactions of the line to date.

LIABILITIES.

Assets of Atlantic and Great Western Railroad Co., which came into possession of Receiver.....	\$603,829 38
Due companies and individuals.....	1,092,391 09
	<u>\$1,696,220 47</u>

ASSETS.

Additions (construction)	\$39,757 89	
Liabilities of Atlantic and Great Western Railroad Company paid by Receiver	810,539 00	
Supplies on hand	366,443 13	
Cash on hand	177,216 13	
Due by agents	60,166 17	
Due by express company	5,708 36	
Due by United States Post-Office Department	11,550 00	
Due by companies and individuals	141,030 03	
Profit and loss	83,809 76	
		\$1,696,220 47

CASUALTIES TO PERSONS IN OHIO.

Statement from December 1874 to the year ending June 30 of all accidents resulting in injuries to persons, giving extent and cause and cause thereof:

December 11, 1874. Chas. Heshiser, passenger, one mile west of Mansfield: killed: was attempting to climb off the ladder of car; lost his hold and fell on the track: coach passed over him: had been on top of the train, and each time was ordered back by the brakeman. Coroner's verdict exonerated the company from blame.

December 12, 1874. Penman and Russell, two boys, about ten or twelve years of age, near Franklin: injured; were stealing a ride on rear end of train; jumped off and were seriously bruised.

January 1, 1875. John Brown, conductor, one and one-half miles west of Canfield: killed; fell between the cars; two cars passed over him; it is not known how the accident occurred; only one man saw him and that was as his head was going out of sight. No inquest.

January 5, 1875. James McFarland, near Brier Hill: injured; was walking on track; engine struck him, throwing him off, injuring his back and limbs; no bones broken; was hard of hearing and had head and ears covered up with comforter.

January 11, 1875. H. V. Tappling, brakeman, Akron: injured: while coupling cars hand was caught between dead-woods; two fingers cut badly; no bones broken. Want of caution.

January 11, 1875. Martin Wopat, 60 years of age, Cleveland: killed; walking on track; was deaf and dumb. T. Clarke Miller, coroner: verdict: "No blame attached to company or engineer."

January 11, 1875. Thomas Harkness, seventy years of age, one mile east of Nankin: killed; was walking on side of track, and when train was but a short distance from him he attempted to cross track; was subject to dizzy spells, and would fall down senseless. No inquest.

January 29, 1875. Bernan Chapman, brakeman, one and a half miles west of Niles: fatally injured; was passing over train, and in stepping from one car to another the drop end of coal car dropped back: he slipped and fell under train. Want of caution.

January 29, 1875. Harry Artman, brakeman, Niles: injured: when in act of pulling pin got hand between draw-heads; hand bruised. Want of caution.

February 6, 1875. John Snedler, brakeman, Cleveland yard: injured: one finger broken and one smashed; caught between draw-heads while coupling. Want of caution.

February 9, 1875. Thomas Castello, brakeman, Osborn: injured: two fingers of right hand smashed; first finger amputated: caught between the bumpers of two cars while coupling. Want of caution.

February 10, 1875. John Garrett, brakeman, Mansfield: injured; was standing on bridge, and reached in to pull pin; foot slipped, and in trying to save himself from falling left arm was caught between the bumpers and badly injured, but not broken. Want of caution.

February 18, 1875. Frank Flood, brakeman, Cleveland yard: injured in getting on train when in motion; struck corner of bridge and broke two ribs. Want of caution.

February 24, 1875. George Surman, brakeman, Mansfield: injured; right arm broken and bruised while uncoupling car from engine; arm caught between bumper of car and casting on tender of engine. Want of caution.

February 27, 1875. J. T. Moriarity, brakeman, Galion yard: injured in coupling engine to car; while in the act of putting in the pin, right arm was caught between the dead-woods, bruising the flesh and breaking it open. Want of caution.

March 2, 1875. Edward Stiles, near Woodland: killed; walking on the track towards train; whistle was sounded several times, but he made no attempt to get off; was very much intoxicated. Coroner's verdict: "Was struck by a train while walking on the track in a state of intoxication; no blame attached to railroad or employes."

March 10, 1875. W. J. Law, brakeman, Leavittsburg yard: injured; while coupling engine to car, right hand caught between dead-woods; first finger burst open and hand bruised. Want of caution.

March 11, 1875. Richard Constant, brakeman, Cleveland yard: injured coupling cars; hand caught between bumpers; three fingers taken off and thumb crushed. Want of caution.

March 13, 1875. Isaac W. Eustis, switchman, Dayton: fatally injured; was on step of engine to pull the pin; caught between the corner of tender and car; died March 16. Want of caution.

March 22, 1875. Thomas Manning, seventy-four years of age, employé of the Cincinnati, Hamilton and Dayton Railroad as flagman: killed; switch engine was taking three cars to Darst's elevator switch; backed them down main track; switchman had cut brakes, and they had almost stopped; he then went forward to cut off engine; did not see flagman; car struck Manning: the first pair of trucks passed over his body. He evidently thought the cars were going on switch and would not come so far, and was not watching them.

March 24, 1875. Charles F. Fay, brakeman, near Silver Creek: injured while making coupling; first finger of right hand taken off at second joint. Want of caution.

March 25, 1875. Peter Sponsler, one mile east of Leavittsburg: injured: was intoxicated; horse and buggy had turned on track at road crossing, and was standing facing train; slightly bruised about the head and face.

April 2, 1875. Patrick O'Leary, track laborer, Galion: fatally injured: was assisting in throwing a rail off a hand-car, and got his foot under it, when it came down, smashing his big toe; it was amputated, but would not heal, and the inflammation extending to his body, caused his death April 16. Want of caution.

April 9, 1875. William Henry, one mile west of Warren: killed: run over by a train. V. T. Ewalt, coroner; verdict: "Came to his death by being run over by a train of cars while in a state of intoxication."

April 10, 1875. Latt Brown, near Caledonia: killed: attempted to cross track directly in front of train, and was struck by train. Coroner's verdict: "Came to his death by walking on the Atlantic and Great Western Railroad track, and night express striking him."

April 11, 1875. Pat Madigan, section laborer, between Ashland and Windsor: in-

jured: was walking on end of ties; engine struck him, throwing him into the ditch; not seriously hurt: was deaf and dumb. Want of caution.

April 17, 1875. James Engle, brakeman, Richwood: injured while passing from one car to another: slipped and fell from the roof of the car to the track: two wheels of an empty box car passed over his legs; right leg seriously injured between hip and knee; left leg injured below knee: no bones broken. Want of caution.

May 10, 1875. James Adams, brakeman, Leavittsburg yard: injured: while making coupling was caught between bumpers; right arm badly injured: small bone broken. Want of caution.

May 27, 1875. R. E. Sheets, brakeman, Leetonia: injured: left hand caught while making coupling: no bones broken: want of caution.

May 28, 1875. James Holamann, citizen, Dayton yard: injured: stepped on the step of switch-engine to make a coupling; head caught between tender of engine and a piece of timber on flat car.

June 2, 1875. — Daffner, resident of Richland county, three miles west of Windsor: killed: came on truck a few feet ahead of engine; when first seen was sitting on or against bank, his coat hanging on the fence; was very deaf, and blind in one eye; supposed to have been intoxicated.

June 2, 1875. M. Y. Miller, brakeman, Newburgh: injured: was letting off brake, and fell between cars: one pair of trucks passed over his foot, crushing it: amputated at instep. Want of caution.

June 8, 1875. Charles Sullivan, Newburgh: injured: left leg crushed: amputated above knee: also injured internally. It is supposed that he tried to steal a ride on train, missed his footing, and was run over.

June 17, 1875. Charles Tupper, switchman, Leavittsburg yard: fatally injured: was placing a link between two cars: some cars came down and hit the cars he was between, and caught his hand between draw-heads: hand was amputated: he thought the cars were coming on the other track. Want of caution. Died June 27.

June 19, 1875. J. O'Leary, car repairer, Cleveland yard: fatally injured: head caught between two cars. Died July 19.

June 21, 1875. John Donley, boy, Leetonia: injured: put his hand on side of a car as it was passing: was thrown around and down: foot caught on hind truck, injuring it badly: no bones broken.

RECAPITULATION FOR THE YEAR.

Killed—Passengers—Misconduct or want of caution.....	1
Employe's—““““.....	11
Others—At stations and highway crossings.....	2
Stealing rides.....	2
Trespassing, on track, etc.....	12
Total	28
Injured—Passengers—From causes beyond their control.....	1
misconduct or want of caution.....	2
Employe's—From causes beyond their control.....	3
misconduct or want of caution.....	34
Others—At stations and highway crossings.....	2
Stealing rides.....	5
Trespassing, on track, etc.....	3
Total	50

OFFICERS.

Receiver, J. H. Devereux	Cleveland, Ohio.
General Solicitors, Otis, Adams, and Russell.....	“ “
Auditor, Thomas Warnock.....	Meadville, Pa.
Treasurer, F. E. Rittman	“ “
General Superintendent, P. D. Cooper.....	Cleveland, Ohio.
Master Mechanic, William Fuller.....	Meadville, Pa.
Chief Engineer, Charles Latimer.....	“ “
General Ticket Agent, W. B. Shattue.....	Cincinnati, Ohio.
General Freight Agent, George G. Cochran.....	“ “
Purchasing Agent, J. H. Holway.....	Meadville, Pa.

State of Ohio, County of Cuyahoga, ss. :

John H. Devereux, Receiver of the Atlantic and Great Western Railroad, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1875.

[Signed]

JOHN H. DEVEREUX, *Receiver.*

Subscribed and sworn to before me, this 24th day of September, A.D. 1875.

[SEAL]

NICHOLAS BARTLETT, *Notary Public.*

ATLANTIC AND LAKE ERIE RAILWAY COMPANY.

[ROAD IN PROCESS OF CONSTRUCTION—ALL IN OHIO.]

PROPOSED LINE.

From Pomeroy to Toledo	235 miles.
Length graded not laid with rail	131 "
On what portion of line? Toledo to Bucyrus; in Morrow county; Hartford to Bremen, and in Meigs county.	

CONSTRUCTION ACCOUNT.

All expenditures for construction, etc., up to June 30, 1875, inclusive :

Right of way	\$92,334 08	
Civil engineering	95,695 87	
Grading and masonry	717,490 57	
Superstructure	81,000 00	
Timber and ties	47,560 70	
Fencing	381 94	
Real estate	1,434 99	
Dock and depot grounds at Toledo	45,000 00	
Construction and other cars	14,000 00	
Interest and discount	66,583 03	
Contingent expenses	85,674 64	
		<u>\$1,246,555 82</u>

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized	\$12,000,000 00	
Increase since June 30, 1874, certificate filed March 26, 1875	7,000,000 00	
Amount subscribed	1,493,183 40	
Amount issued	433,750 00	
Par value of shares	\$50	
Amount paid in, common		1,105,606 94
Increase since June 30, 1874	400,223 17	
Stockholders residents of Ohio	3,058	
Amount of stock held by them June 30, 1875	1,105,606 94	

DEBT.

Amount of debt not secured by mortgage	254,981 09	
Increase since June 30, 1874	\$8,858 23	
Total of paid-in stock and debt		<u>1,360,588 03</u>

CHARACTERISTICS, Etc.

LINE OWNED BY COMPANY—MILES.

Single main track, New Lexington to Moxahala.....	7.39	
Aggregate of sidings and other tracks.....	.50	
	<hr/>	
Total length of rail, computed as single track.....		7.80
All in Perry county.		
Weight of rail per yard on main track, 56 lbs.; gauge of track, 57 $\frac{1}{4}$ inches.		

TUNNELS.

Natural rock, 1, Perry county.....	669 ft.	
Natural rock, 1, Meigs county.....	1,175 ft.	
	<hr/>	
		1,844 ft.

ROLLING STOCK.

Construction and other cars.....	20
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RAIL LAID WITHIN THE YEAR.

New iron, weight 56 lbs. per yard.....	7.80 miles.
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RECEIPTS AND EXPENDITURES FOR THE YEAR ENDING JUNE 30.

RECEIPTS.

Payments on capital stock.....	\$400,223 17	
Increase of floating debt.....	8,853 23	
All other sources of income for the year.....	219 48	
	<hr/>	
		\$409,300 88

EXPENDITURES.

Discount in use of bonds of mineral companies, and interest on floating debt.....	\$53,031 49	
Taxes.....	96 05	
General expenses of organization.....	32,498 62	
Right of way.....	16,257 46	
Construction of new work.....	204,837 63	
Additional equipment.....	14,000 00	
	<hr/>	
		\$323,721 25

GENERAL BALANCE SHEET, JULY 1, 1875,

Taken after making all proper entries affecting or pertaining to the business and transactions of the company to date:

LIABILITIES.

Capital stock.....	\$1,105,606 94	
Rents.....	229 48	
Bills payable.....	194,594 83	
Credit balances.....	60,386 26	
	<hr/>	
		\$1,360,817 51

ASSETS.

Construction account.....	\$1,246,555 82	
Bills receivable.....	15,989 66	
Stock of mineral companies.....	7,700 00	
Bonds.....	77,100 00	
Debit balances.....	13,472 03	
	<hr/>	
		1,360,817 51

OFFICERS.

Directors—Thos. Ewing	Lancaster,	Ohio.
Chas. Foster	Fostoria,	"
V. B. Horton	Pomeroy,	"
J. H. Kelly	New Lexington,	"
W. C. Lemert	Bucyrus,	"
F. O. Marsh	Granville,	"
H. P. Platt	Toledo,	"
Augustus Saffell	Sycamore,	" (Wyandot Co.)
Jas. S. Trimble	Mt. Gilead,	"
J. P. Weethee	Millfield,	" (Athens Co.)
President, Thomas Ewing.....	Lancaster,	"
Vice-President, P. O. Marsh.....	Granville,	"
Treasurer and Secretary, William Noble	Lancaster,	"
Chief Engineer, J. R. Straughan	"	"

State of Ohio, County of Fairfield, ss :

Thomas Ewing, President of the Atlantic and Lake Erie Railway Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1875.

[Signed]

THOMAS EWING, *President.*

Subscribed and sworn to before me, this 9th day of November, A.D. 1875.

[Seal.]

T. H. DOLSON, *Notary Public.*

BALTIMORE, PITTSBURGH AND CHICAGO RAILWAY COMPANY.

[Companies were duly organized under the laws, and in each of the several States of Ohio, Indiana and Illinois, for the purpose of constructing this line: the required stock being subscribed by parties thereto, acting in interest and behalf of the Baltimore and Ohio Railroad Company.

No stock has been issued, the road having been built with money furnished by the Baltimore and Ohio Company, and under its direction. The cost, as shown by construction account, is balanced by item of unfunded debt—the amount of advances thus made.]

LINE OPERATED—MILES.

Chicago Junction, Ohio, to Chicago, Illinois	271
Double main track	4
Aggregate of sidings and other tracks.....	27.46
	<hr/>
Total length of track.....	302.46

CONSTRUCTION ACCOUNT.

All expenditures for construction, etc., up to June 30, 1875, inclusive:

Right of way	\$221,800 68
Civil engineering	105,684 13
Grading and masonry.....	3,580,124 72
Bridges	19,809 74
Timber and ties	421,459 40
Iron rails, chairs and spikes.....	2,622,266 34
Fencing	1,512 80
Passenger and freight stations and elevators.....	78,981 55
Machine shops, machinery and fixtures.....	53,365 04
Telegraph	23,488 59
Gravel cars, 15	8,938 50
Interest and discount to September 30, 1874	209,271 26
Contingent expenses—salaries, advertising, etc	17,582 76
Land purchases	19,512 55
Legal expenses.....	12,419 11
Use of Ill. Central R. R. track, warehouses, etc., at Chicago	1,965 31
	<hr/>
	\$7,459,112 48
Average expenditure per mile (262.60).....	\$28,519 35
Proportion for Ohio (110.35 miles).....	3,147,110 27

DEBT.

Unfunded debt contracted for construction, equipment and real estate... \$7,459,112 48

CHARACTERISTICS, ETC.

LINE OWNED BY COMPANY—MILES.

	Length.	In Ohio.
Chicago Junction, Lake Erie Division Baltimore and Ohio, to Baltimore Junction, Illinois	262.60	110.35
Double main track	4.	.....
Aggregate of sidings and other tracks	27.46	10.01
Total length of rail, computed as single track	394.06	120.36

Length in Ohio, distributed as follows:

County.	Main track.	Sidings, etc.	Total
Huron	5.75	2.47	8.22
Seneca	31.40	1.25	32.65
Hancock	5.60	.39	5.99
Wood	18.55	1.19	19.74
Henry	18.55	2.18	20.73
Defiance	30.50	2.53	33.03
Totals	110.35	10.01	120.36

OPERATED UNDER CONTRACT—EMBRACED IN THIS REPORT.

Track Illinois Central Railroad, Baltimore Junction to Chicago, 8.40.

Weight of rail per yard on main track, 64 lbs.; gauge of track, 57½ inches.

Miles of road in Ohio ballasted, 51.50, with gravel.

BRIDGES AND TRESTLES IN OHIO.

Iron bridges, 8; greatest age, 2 years; aggregate length, 1,531 feet.

Built within the year ending June 30, 1875, included in the above, as follows:

Tiffin, Washington Station, girder	71½ feet.
“ Water Station, “	56½ “
“ River Station, “	34½ “
Maumee River, Keystone Bridge Company	462 “

Trestles: [Number not given;] greatest age, 2 years; aggregate length, 10,815 feet.

FENCING IN OHIO.

Miles, single, built by company	136
“ built within the year ending June 30, 1875 (cost per rod, \$1.25)	106
“ required to inclose road, both sides	84.70

STATIONS, ETC.

Passenger and freight—entire line, 34; in Ohio, 11.

Water and fuel—entire line, 30; in Ohio, 7.

Telegraph offices and stations—entire line, 25; in Ohio, 10.

RAILROADS CROSSED AT GRADE IN OHIO.

Mansfield, Coldwater and Lake Michigan, Tiffin.

Cincinnati, Sandusky and Cleveland, Tiffin.

Lake Erie and Louisville, Fostoria.

Dayton and Michigan, Deshler.

Toledo, Wabash and Western, Defiance.

Do all trains on your road stop at these crossings? Yes.

Are flagmen stationed at each? Yes.

Are your time-tables arranged to secure running connections with roads named? As far as practicable.

Number of highways crossed at grade in Ohio, 120.

Miles of telegraph owned by company, 271; in Ohio, 110.

ROLLING STOCK.

Locomotives, with tenders.....	24
Average weight, in working order.....	114,000 lbs.
Express and baggage cars.....	27
Passenger cars.....	10
Freight cars.....	630
Average number of cars, including baggage cars, in passenger trains.....	4
Average number of cars in freight trains.....	18

Kind of brake in use on passenger cars: Loughbridge air-brake.

Method of bridging between passenger cars, when two or more are run in trains:

Wooden platforms, secured with chains.

Are all cars on your road heated and lighted as prescribed by act passed May 4, 1869 (66 Ohio Laws, 94)? Yes.

State method of heating passenger, sleeping, parlor and drawing-room cars run on your road: Wood stoves in passenger coaches; hot air in sleeping cars.

Means of lighting same: Candles.

Number of persons employed by company, 1,796; proportion for Ohio, 729.

SPEED OF TRAIN—MILES PER HOUR.

Express passenger—highest rate allowed.....	40
Average, including stops.....	22
Mail and accommodation—highest rate allowed.....	30
Average, including stops.....	18
Freight trains—highest rate allowed.....	15
Average, including stops.....	10

RATES FOR TRANSPORTATION.

PASSENGERS.

Fare charged per mile:

For the shortest distance carried ($3\frac{1}{2}$ miles), no charge less than 20 cents.

more than 8 and less than 30 miles..... 3 cents.

more than 30 miles and less than entire length of main road in Ohio.... 3 "

through passengers, 2 cents; emigrant..... 1.25 "

Amount charged in addition to regular fares in sleeping or other cars run on your road:

For seat, \$1.00; berth, \$2.00; section, \$4.00; state room, \$6.00.

FREIGHT.

Rate charged per ton per mile :	Highest.		Lowest.	
For shortest distance carried ($3\frac{1}{2}$ miles).....	2.00	cents.	1.40	cents.
more than 5 and less than 30 miles.....	.13	"	.07	"
more than 30 miles and less than entire length of main road in Ohio.....	.07	"	.04.25	"
through freight (whole length of road).....	.03.20	"	0.78	"

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road ?

American.

State terms :

At \$92.30 per day.

No freight, transportation and other special lines run on the road.

Name of post-office address of the principal agent or officer in Ohio.

Superintendent, H. S. Julier, Cleveland, Ohio.

DOINGS OF THE YEAR ENDING JUNE 30.

RAIL LAID—MILES.

New iron—weight, 64 lbs. per yard; in Ohio, 15.50—160.

LOCOMOTIVE AND CAR MILEAGE.

Locomotives.

Hauling passenger trains.....	105,300	
freight trains.....	329,832	
construction and other trains.....	121,608	
	<hr/>	556,740

Cars.

Passenger.....	568,649	
Express and baggage.....	481,817	
Freight.....	5,602,167	
In construction and other trains.....	1,357,452	
Empty cars.....	2,181,622	
	<hr/>	10,191,707

AMOUNT PAID FOR LOSS, DAMAGES, ETC.

For loss and damage of goods and baggage.....	\$1,334 57
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FUEL CONSUMED.

Wood: cost, \$1,100.00; coal, 3,190 tons; cost, \$22,446.00.

TRANSPORTATION.

Passengers.

Number carried—local (over part of road).....	119,944
Total mileage, or number carried one mile.....	10,315,184
Average number of miles traveled by each.....	86
Average amount received for each.....	\$1 67.21
Average amount <i>per mile</i> received for each.....	01.944

Freight.

Tons carried—local.....	292,184
Total movement, or tons carried one mile.....	45,580,704
Average amount received for each ton.....	\$1 56.16
Average amount <i>per mile</i> received for each.....	01.001

TONNAGE CLASSIFIED.

	Tons.	Per cent.
Coal.....	50,115	17.15
Stone, lime, sand, etc.....	890	.30
Pig and bloom iron.....	1,325	.45
Railroad iron (iron and steel rails).....	689	.24
Nails.....	15,042	5.15
Lumber and other forest products.....	44,551	15.25
Live stock.....	4,170	1.43
Grain.....	68,035	23.29
Flour.....	19,928	6.82
Provisions (beef, pork, lard, etc.).....	32,639	11.17
Merchandise.....	34,400	11.77
Miscellaneous.....	20,400	6.98
Total tonnage yielding revenue.....	292,184	100

EARNINGS, OPERATING EXPENSES, ETC., FOR YEAR ENDING JUNE 30.

EARNINGS.

Passenger transportation.....	\$200,560 24
Freight transportation.....	456,274 83
Express service.....	24,015 39
All other sources of <i>income</i> , including rents, etc.....	899 45
Total earnings.....	\$681,749 91

OPERATING EXPENSES.

Maintenance of way and structures.....	\$112,419 72
Maintenance of cars.....	55,399 24
Motive power.....	132,844 95
Conducting transportation.....	214,009 96
General expenses—	
Taxes—Ohio.....	\$3,039 61
Salaries and other general expenses of operating.....	16,977 50
	<u>20,017 11</u>
Total operating expenses, being 78.43 per cent. of earnings.....	534,690 98
Net earnings.....	147,058 93

AMOUNTS PER MILE (271) OPERATED.

Earnings.....	\$2,515 69	Proportion for Ohio (110.35 miles)..<	\$277,606 39
Operating expenses.....	1,973 03	“ “ ..	217,723 86
Net earnings.....	542 66	“ “ ..	59,882 53

GENERAL BALANCE SHEET, JULY 1st, 1875,

Taken after making all proper entries affecting or pertaining to the business and transactions of the line and company to date.

LIABILITIES.

Baltimore and Ohio Railroad Company, advances..... \$7,489,182 48

ASSETS.

Construction..... \$7,489,182 48

CASUALTIES TO PERSONS IN OHIO.

Statement for the year ending June 30 of all accidents resulting in injuries to persons, giving extent and cause thereof:

September 1, 1874. Frank Boyle, brakeman, Defiance: fatally injured; head caught between bars railroad iron, coupling cars. Want of caution. Inquest held, E. W. Downs, coroner. Verdict, "No one to blame."

February 1, 1875. M. Crawley, employé on construction train, Defiance: injured: three or four ribs broken; fell from train. Want of caution.

April 1, 1875. Edward Covert, brakeman, Defiance: found dead on the track; supposed in attempting to jump on train he fell under. Want of caution. E. W. Downs, coroner. Verdict, "Accidentally run over by a train of cars on said road."

May 8, 1875. George Petticord, brakeman, one mile east of Defiance: fatally injured; in applying brakes wheel came off, letting him fall to the ground; died May 9th. Want of caution. He was aware that wheel was imperfect, as he had used it before. It was not imperative that he should use it when he did. No inquest.

May 25, 1875. George Simpson, watchman, 1½ miles east of Holgate: was found dead beside the track with arm severed from the body. Henry Seeling, coroner, Henry county. Verdict: "Came to his death by foul means, in a way and manner unknown to the jury; and the body has upon it the following marks and wounds: a cut on the back part of the head one and one-half inches in length, which has fractured the skull, and other abrasures of the face."

June 5, 1875. ——— Fleming, bridge watchman, one mile east of Defiance: fatally injured; jumped off train at east end of Anglaize bridge, falling into pile of cross-ties; want of caution; died June 6th; no inquest.

June 10, 1875. George White, switchman, Chicago Junction: injured; climbing down ladder to make coupling, slipped and fell under the car; two wheels of one truck passed over his right leg, breaking it and splintering bone. Want of caution.

RECAPITULATION

Killed—Employees—from causes beyond their control.....	1
misconduct or want of caution	4
Total.....	5
Injured—Employees—from misconduct or want of caution	2

OFFICERS.

Directors—Walter C. Quincy	Columbus, Ohio.
William C. Holgate	Defiance, “
John Gardiner	Norwalk, “
A. D. Smith	Columbus, “
William Keyser	Baltimore, Maryland.
John K. Cowan	“ “
George R. Dennis	Frederick City, “
President and General Manager—W. C. Quincy	Columbus, Ohio.
Vice-President—Wm. Keyser	Baltimore, Maryland.
Treasurer and Secretary—William Wing	Columbus, Ohio.

State of Ohio, County of Franklin, ss :

W. C. Quincy, President of the Baltimore, Pittsburgh and Chicago Railway Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1875.

[Signed]

W. C. QUINCY, *President.*

Subscribed and sworn to before me, this 24th day of November, A.D. 1875.

[SEAL.]

W. P. LOOFBOUREOW, *Notary Public.*

BALTIMORE SHORT LINE RAILWAY COMPANY.

[ROAD ALL IN OHIO.]

The Baltimore Short Line was opened for business on the 15th of November, 1874. It commences at a point on the Marietta and Cincinnati Railroad $5\frac{1}{2}$ miles east of Athens; follows the valley of the Hocking River 17 miles, to near Coolville; thence by the ravine of Skunk Run it ascends, in 3 miles, to the summit of the ridge dividing the tributaries of the Hocking from those of the Ohio River at Torch. From the summit the descent toward the Ohio River is made along and across the branches of Knowles' Run, across Sawyer's Run, and at $3\frac{1}{2}$ miles from Torch, across the Little Hocking River near its confluence with the Ohio. The line after crossing Little Hocking River passes for nearly two miles along "narrows" between the hill and the river, and then reaches Belpre Plain, over which it runs nearly in a direct line to the western approach to the bridge of the Baltimore and Ohio Railroad Company crossing the Ohio River from Belpre to Parkersburg.

The entire length of the line is $30\frac{1}{2}$ miles. The maximum gradient is 1 in 100, or at the rate of 52 8-10 feet per mile; and the minimum radius of curvature is 1320 feet. The plains on which the maximum gradient is used are not of great length, most of the line having light grades, and minimum radius of curvature was resorted to but in very few cases.

The Hocking River is crossed six times. At each crossing substantial masonry was built, founded in every case but one on rock or piles.

The superstructure of the bridges is of wrought iron, built by the Keystone Bridge Company, of Pittsburgh. All of the line was ballasted before the opening for traffic on it—the westerly 25 miles with broken sandstone or limestone, and the remainder with Belpre gravel. The authorized capital stock of the Baltimore Short Line is \$1,125,000, and a first mortgage has been placed upon the road for \$750,000. The stock is guaranteed by the Marietta and Cincinnati Company, at the rate of eight per cent., and the bonds at seven per cent. per annum, and the sum of these guarantees, with an amount not exceeding \$3,000 for maintenance of the organization, will fix the rental to be paid by the Marietta and Cincinnati Company for the use of the Baltimore Short Line upon its completion.

CONSTRUCTION ACCOUNT.

All expenditures for construction, etc., up to June 30, 1875, inclusive:

Right of way and depot grounds	\$103,243 60
Civil engineering.....	38,851 49
Grading and masonry.....	825,525 08
Bridges	127,858 65
Superstructure, and unclassified items.....	169,392 19
Ties, etc.....	46,364 69
Iron rails, etc.....	254,851 27

Ballasting	\$106,764 93	
Fencing.....	18,505 90	
Passenger and freight stations	11,618 96	
Engine and car-houses.....	None.	
Machine shops, machinery and fixtures	None.	
Other buildings and fixtures	6,469 48	
Telegraph.....	6,016 30	
Locomotives and fixtures	None.	
Passenger and baggage cars.....	None.	
Freight and other cars.....	None.	
Interest and discount.....	176,671 09	
Contingent expenses	50,159 35	
Taxes on property acquired for right of way prior to its use for railway.....	40 56	
		\$1,942,333 54
Average expenditure per mile (30.33 miles).....	\$64,040 01	

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized.....	\$1,125,000 00	
Increase since June 30, 1874 (certificate filed Sept. 11, 1874)	625,000 00	
Amount subscribed.....	1,102,050 00	
Amount issued	1,101,400 00	
Par value of shares	\$50	
Total paid in—common.....		\$1,101,465 00
Increase since June 30, 1874.....	\$800,270 00	
Average amount paid in per mile (30.33).....	36,316 02	
Stockholders residents of Ohio—number, 9.		
Amount of stock held by them June 30, 1875.....	1,100,900 00	
No transfer office out of Ohio.		

DEBT.

1st mort. 7 per cent. bonds, due December 1, 1904.....		\$750,000 00
Increase since June 30, 1874.....	750,000 00	
Unfunded debt contracted for construction or real estate		90,868 54
Decrease since June 20, 1874	712,232 90	
Total debt liabilities.....	840,868 54	
Increase since June 30, 1874.....	37,767 10	
Average amount of debt per mile	27,723 99	
Total of paid-in stock and debt		\$1,942,333 54
Total average amount per mile.....	\$64,040 01	

COST OF ROAD, EQUIPMENT, ETC.

CONSTRUCTION OF ROAD.

Right of way and fencing	\$121,749 50
Grading, masonry and bridging.....	953,383 73
Superstructure, rails, ballast and unclassified items.....	577,373 03

Stations and water stations	\$18,088 44	
Telegraph	6,016 30	
Interest and discount paid during construction	176,671 09	
Engineering, salaries and other expenses paid during same period	89,051 40	
Total expenditures for construction		\$1,942,333 54
Average cost per mile (including sidings).....	\$64,040 01	

EQUIPMENT.

None.

CHARACTERISTICS, ETC.

LINE OWNED BY COMPANY—MILES.

Single main track from junction M. & C. R. R. to Belpre.....	30.33
Aggregate of sidings and other tracks	5.69
Total length of rail, computed as single track	36.02

All in Ohio, and distributed as follows:

County.	Main track.	Sidings, etc.	Total.
Athens	21.90	2.85	24.05
Washington	9.13	2.84	11.97
Totals.....	30.33	5.69	36.02

Weight of rail per yard on main track, 64 lbs.; gauge of track, 56½ inches.

Road all ballasted with rock and gravel.

BRIDGES AND TRESTLES.

Iron bridges, 12; aggregate length, 2,071½ feet.

All built within the year, as follows:

LOCATION AND HOW DESIGNATED.	CONSTRUCTION.	LENGTH—FEET.
No. 1, over Hocking River	Pratt truss—2 spans	246
" 2, " " " "	" 2 "	266
" 3, " " " "	" 2 "	285
" 4, " " " "	" 3 "	312
" 5, " " " "	" 2 "	246
" 6, " " " "	" 2 "	306
" 7, " Frost's Run	Boiler-plate girders	34
" 8, " Skunk "	" "	34
" 9, " " " "	King-bolt truss	39½
" 10, " " " "	Boiler-plate girders	36
" 11, " " " "	" "	36
" 12, " Little Hocking River ..	Pratt truss—2 spans	231

Trestles, 1; length, 250 feet; age 1 year.

FENCING.

Miles (single) built by company (total cost, \$18,505.90)	36.70
included in right of way	None.
built within the year ending June 30, 1875 (cost per rod, \$1.75)	16.40
required to inclose road (both sides)	Not known.

STATIONS, ETC.

Passenger and freight	5
Water and fuel	3
Telegraph offices in stations	5
Number of highways crossed at grade	25
Miles of telegraph owned by company	30.33

RAIL LAID WITHIN THE YEAR—MILES.

New iron—weight, 64 pounds per yard	30.33
Rerolled iron, in sidings	5.69
	<hr/> 36.02

RECEIPTS AND EXPENDITURES FOR THE YEAR ENDING JUNE 30.

RECEIPTS.

Payments on capital stock	\$800,270 00
Sale of bonds of company (not previously issued)	750,000 00
Lessee, for rent of road	2,057 44
	<hr/> \$1,552,327 44

EXPENDITURES.

Discount in sale of bonds	\$75,000 00
Interest on floating debt	47,597 77
Dividends, rate 8 per cent. on stock	2,057 44
Floating debt liquidated	712,232 90
Construction of new work	716,154 92
	<hr/> \$1,553,043 03

GENERAL BALANCE SHEET, JULY 1, 1875,

Taken after making all proper entries affecting or pertaining to the business and transactions of the company to date.

LIABILITIES.

Capital stock	\$1,101,465 00
First mortgage bonds	750,000 00
Marietta and Cincinnati Railroad Co., advances	94,347 99
Due contractors	10 00
	<hr/> \$1,945,822 99

ASSETS.

Railway	\$1,942,333 54
Bills receivable—real estate	2,800 00
Due from agent	689 45
	<hr/> \$1,945,822 99

OFFICERS.

Directors—John Waddle	Cincinnati, Ohio.
John King, Jr.	Baltimore, Md.
John Donnell Smith	“
W. H. Oldham	Marietta, Ohio.
George Dana	Belpre, “
Daniel B. Stewart	Athens, “
W. T. McClintick	Chillicothe, “

President, John Waddle	Cincinnati, Ohio.
Treasurer, W. E. Jones	“
Secretary, Chas. F. Low	“

State of Ohio, county of Ross, ss :

John Waddle, President of the Baltimore Short Line Railway Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1875.

[Signed]

JOHN WADDLE, *President.*

Subscribed and sworn to before me, this 3d day of September, A.D. 1875.

[SEAL.]

E. K. MICK, *Notary Public.*

BOWLING GREEN RAILROAD.

[ROAD ALL IN OHIO. JUST COMPLETED.]

It is not at present designed to construct our line further than Tontogany, as we reach Toledo over the Dayton and Michigan road. The iron was laid from Bowling Green to Tontogany, and connection made with the Dayton and Michigan May 22, 1875.

CONSTRUCTION ACCOUNT.

All expenditures up to June 30, 1875, inclusive.

Right of way	\$3,986 40	
Grading and masonry.....	3,000 00	
Superstructures	1,800 00	
Timber and ties	3,529 48	
Iron rails, chairs, and spikes.....	7,880 00	
Stations, machinery, and fixtures	300 00	
Real estate.....	600 00	
Locomotive and fixtures, 1.....	1,900 00	
Passenger and baggage cars, 3	700 00	
Freight and other cars, 2.....	200 00	
Interest and discount.....	100 00	
Contingent expenses.....	660 00	
	<hr/>	
Average expenditure per mile, 5.33.....	\$4,625 87	\$24,655 88

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized.....	\$40,000 00	
Amount subscribed.....	10,500 00	
Par value of shares	\$50	
Total paid in—common.....		\$7,700 00
Average amount paid in per mile—5.33.....	\$1,444 65	
Stockholders, residents of Ohio, 18.		
Amount of stock held by them June 30, 1875.....	4,000 00	

DEBT.

Funded—1st mort., 7 per cent. bonds, due November, 1879.....		3,000 00
Unfunded—contracted for construction, etc.....		7,818 00
Total debt liabilities.....	\$10,818 00	
Average amount of debt per mile	2,029 64	
	<hr/>	
Total of paid-in stock and debt		\$18,518 00
Total average amount per mile.....	\$3,474 29	

CHARACTERISTICS, ETC.

LINE OWNED BY COMPANY—MILES.

Single main track, Bowling Green to Tontogany	5.33	
Sidings.....	.12	
	<hr/>	5.45

All in Wood county—strap-rail.

Weight of rail per yard on main track, 20 pounds ; gage of track, 58 inches.

One mile of road ballasted with sand.

FENCING.

Miles (single) built by company : None.

Reasons why not completed—Farmers do not desire it fenced.

STATIONS, ETC.

Passenger and freight.....	2
Water and fuel.....	2
Railroads crossed at grade.....	None.
Number of highways crossed at grade	10

ROLLING STOCK.

Locomotive, with tender, 1—weight in working order.....	15,000 pounds.
Express and baggage cars, 1	4,000 “
Passenger cars, 2	8,000 “
Other cars, 2	3,000 “

RAIL LAID WITHIN THE YEAR—MILES.

Second-hand strap iron—weight 20 pounds per yard	5.45
--	------

GENERAL BALANCE SHEET, JULY 1, 1875.

LIABILITIES.

Capital stock.....	\$7,700 00	
1st mortgage bonds.....	3,000 00	
Unfunded debt.....	7,818 00	
Donations.....	6,220 00	
	<hr/>	\$24,738 00

ASSETS.

Road—construction	\$21,255 88	
equipment	2,800 00	
Real estate.....	600 00	
Cash	82 12	
	<hr/>	\$24,738 00

OFFICERS.

Directors—S. L. Boughton.....	Bowling Green, Ohio.
J. R. Rudolph.....	“
A. A. Thurstin	“
Frank Beverstock	“
S. W. St. John	“
R. A. Dunbar.....	“
A. J. Manville.....	“

President, S. L. Boughton	Bowling Green, Ohio.
Vice-President, A. A. Thurstin	"
Solicitor, H. A. Lease	"
Treasurer, F. Beverstock	"
Secretary, J. R. Rudolph	"

State of Ohio, county of Wood, ss :

Solon L. Boughton, President of Bowling Green Railroad Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be as true and full an exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1875, as it is possible for us to make.

(Signed)

S. L. BOUGHTON, *President.*

Subscribed and sworn to before me, this 28th day of August, A.D. 1875.

EDSON GOIT, *J. P.*

CENTRAL OHIO RAILROAD COMPANY.

[ROAD ALL IN OHIO—OPERATED BY BALTIMORE AND OHIO RAILROAD COMPANY.]

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized.....	\$3,000,000 00
Amount issued	2,854,900 00
Par value of shares	\$50
Amount paid in—common.....	2,443,350 00
preferred.....	411,550 00
Total paid in.....	<u>\$2,854,900 00</u>
Increase since June 30, 1874.....	\$2,950 00
Average amount paid in per mile (137)	20,838 68
Stockholders, residents of Ohio	358
Amount of stock held by them June 30, 1875.....	514,350 00
Location of transfer offices out of this State: None.	

DEBT.

1st mortgage 6 per cent. bonds, due September 1, 1890	2,500,000 00
(Amount in hands of trustees of sinking fund for redemption	234,503 78)
Average amount of debt per mile	18,248 17
Total of paid-in stock and debt	<u>\$5,354,900 00</u>
Total average amount per mile.....	\$39,086 85

COST OF ROAD, EQUIPMENT, Etc.

Total expended for road and equipment.....	\$5,354,900 00
Total average amount per mile.....	\$39,086 85

CHARACTERISTICS, Etc.

LINE OWNED BY COMPANY—MILES.

Single main track, Bellaire to Columbus	^a 137
Aggregate of sidings and other tracks	<u>32.23</u>
Total length of rail, computed as single track	169.23

^a Newark to Columbus,—owned jointly with Pittsburgh, Cincinnati and St. Louis Railway Company.

All in Ohio, and distributed as follows :

County.	Main track.	Sidings, etc.	Total.
Belmont	31.05	5.59	36.64
Noble .....	.45	....	.45
Guernsey	28.55	3.94	32.49
Muskingum	32.70	5.20	37.90
Licking	11.30	3.88	15.18
Licking—jointly with Pittsb'g Cin'ti and St. Louis R'y Co.	20.35	5.97	26.32
Franklin “ “ “ “ “	12.60	7.65	20.25
Totals	137.00	32.23	169.23
Laid with steel rail.....	9.83	....	9.83

Weight of rail per yard on main track, 60-64 pounds; gauge of track, 53 inches.
Road all ballasted—65 miles with stone, 72 with gravel.

BRIDGES AND TRESTLES.

Wood bridges, 62; greatest age, 22 years; aggregate length, 4,807½ feet.

Iron “ 4 “ 22 years; “ 768 feet.
———— 5,575½ feet.

Trestles, 5; aggregate length, 413 feet.

TUNNELS.

Stone, 3; aggregate length, 1,196 feet.

Wood, 2; “ 757 feet.
———— 1,953 feet.

FENCING.

Miles (single) built by Company, 259.35.

required to inclose road (both sides), 13.85.

State reasons why not completed :

On streams and where land owners have assumed the duty of fencing.

RECEIPTS AND EXPENDITURES FOR YEAR ENDING JUNE 30.

RECEIPTS.

Increase of capital stock	^b \$2,950 00	
Lessee for rent of road for year ending November 30, 1874.	350,187 55	
Interest on sinking fund investment.....	15,510 00	
All other sources of income for the year.....	612 60	
		\$369,259 15

^b Issued for stock and liabilities of old company, and amount added to cost of road and equipment.

EXPENDITURES.

Interest on bonds.....	\$150,000 00	
Dividends, rate 6 per cent. on preferred stock.....	24,693 00	
(Date of last dividend declared on preferred stock, December, 1874.)		
Dividends, rate 6 per cent. on common stock.....	146,572 92	
(Date of last dividend declared on common stock, December, 1874)		
Applied to sinking fund.....	31,510 00	
General expenses of organization.....	3,161 88	
Added to cost of road and equipment (see ^b).....	2,950 00	
		\$358,887 80

GENERAL BALANCE SHEET, JULY 1, 1875.

Taken after making all proper entries affecting or pertaining to the business and transactions of the Company to date.

LIABILITIES.

Capital stock.....	\$2,854,900 00	
Mortgage bonds.....	2,500,000 00	
Due to old organization.....	42,154 17	
Unpaid bills, etc.....	846 08	
Profit and loss, or surplus.....	281,985 62	
		\$5,679,885 87

ASSETS.

Construction and equipment.....	\$5,354,900 00	
Columbus and Newark Division.....	2,511 12	
Accounts and bills receivable.....	23,889 70	
Baltimore and Ohio Railroad Company, account of contract.	35,476 43	
Trustees of sinking fund ^a	262,408 78	
Cash.....	699 84	
		\$5,679,885 87

OFFICERS.

Directors—Hugh J. Jewett	New York City.
Joseph R. Swan	Columbus, Ohio.
William Dennison	“ “
Walter B. Brooks	Baltimore, Md.
Isaac W. Hail	Quaker City, Ohio.
Daniel Applegate	Zanesville, Ohio.
John King, Jr.	Baltimore, Md.
Joseph H. Rieman	“ “
Joseph W. Jenkins.....	“ “
Joshua G. Harvey.....	“ “
Walter C. Quincy.....	Columbus, Ohio.
William H. Clement	Morrow, Ohio.
Joseph B. Ford.....	Wheeling, W. Va.

^a The trustees hold 284 bonds of the Company of \$1,000 each, and \$503.78 uninvested—value of sinking fund for redemption of bonds, \$284,503.78.

President—H. J. Jewett New York City.
 Treasurer—Daniel Applegate Zanesville, Ohio.
 Secretary—Wm. Wing Columbus, Ohio.

State of Ohio, County of Franklin, ss.:

William Wing, Secretary of the Central Ohio Railroad Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1875.

(Signed)

WM. WING, *Secretary*.

Subscribed and sworn to before me, this 4th day of September, A.D. 1875.

C. T. FLOWERS, *Clerk Commissioner*.

REPORT OF BALTIMORE AND OHIO RAILROAD COMPANY, LESSEE.

CHARACTERISTICS, ETC.

OPERATED UNDER LEASE EMBRACED IN THIS REPORT.

Central Ohio Railroad, single main track	137.	miles.
Sidings and other tracks	32.45	"
Total.....	169.45	"

STATIONS, ETC.

Passenger and freight.....	37
Water and fuel.....	17
Telegraph offices in stations	

RAILROADS CROSSED AT GRADE.

Marietta, Pittsburg and Cleveland—Cambridge.

Cincinnati and Muskingum Valley—Zanesville.

Sandusky, Mansfield and Newark—Newark.

Do all trains on your road stop at these crossings? Yes.

Are your time-tables arranged to secure running connections with roads named? So far as practicable.

Number of highways crossed at grade	105
Miles of telegraph on line of road.....	137
Number of telegraph stations operated by company	10
Number operated jointly with telegraph company.....	9

ROLLING STOCK.

Locomotives, with tenders, 36; average weight (in working order)	114,000
Express and baggage cars.....	11
Passenger cars.....	25
Freight cars.....	911

Average number of cars (including baggage cars) in passenger trains: Five.

Average number of cars in freight trains: Twenty.

Kind of brake in use on passenger cars: Loughbridge air-brake.

Method of bridging between passenger cars, when two or more are run in trains: Movable platform, secured by chain.

Are all cars run on your road heated and lighted as prescribed by act passed May 4, 1869 (66 O. L., 94)? Yes.

State method of heating passenger, sleeping, parlor and drawing-room cars run on your road: Passenger cars heated by air-tight wood stoves; sleeping and drawing-room by Baker's patent heater.

Means of lighting same: Candles.

Number of persons employed by company, 1,349.

SPEED OF TRAINS—MILES PER HOUR.

Express passenger—highest rate allowed	35 to 40
average, including stops	32
Mail and accommodation—highest rate allowed	25 to 30
average, including stops	22
Freight trains—highest rate allowed	15
average, including stops	10

RATES FOR TRANSPORTATION.

PASSENGERS.

Fare charged per mile:

	Highest.	Lowest.
For shortest distance carried ($1\frac{1}{2}$ miles, no charge less than 20 cents) ..	13.50 cts.	.....
more than 8 and less than 30 miles	3. "	.....
more than 30 miles and less than entire length of main road	3. "	.....
through passengers	3. "	01.25 cts.

Amount charged in addition to regular fares in sleeping or other cars run on your road: For seat, \$1.00; berth, \$2.00; section, \$4.00; state room, \$6.00.

FREIGHT.

Rate charged per ton per mile:

	Highest.	Lowest.
For the shortest distance carried	200 cts.	.....
More than 5 and less than 30 miles	13 "	.....
More than 30 miles and less than entire length of main road	7 "	.....
Through freight (whole length of road)	03.20 "	0.78 cts.

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road? Adams Express.

State terms: From July 1 to October 1, 1874, \$80 per day; from October 1, 1874, to February 1, 1875, \$100 per day; from February 1 to May 1, \$150 per day; and from May 1 to June 30, \$120 per day.

No freight or transportation companies run on the road. The company own and control their own fast freight lines.

Name and post-office address of the principal agent or officer in Ohio: J. H. Rhodes, Superintendent, Cincinnati.

DOINGS OF THE YEAR ENDING JUNE 30.

RAIL LAID—MILES.

New iron—weight, 64 lbs. per yard	25.70
Rerolled iron	15.40
Spliced and mended iron.....	.20
Steel—weight, 60 lbs. per yard	9.83
	<hr/> 51.13
Road ballasted (twenty miles with stone, one with gravel)	21
Fencing built (cost per rod, \$1.25).....	14.75

LOCOMOTIVE AND CAR MILEAGE.

Locomotives.

Hauling passenger trains.....	342,294
freight trains.....	940,515
construction and other trains.....	67,745
	<hr/> 1,350,554

Cars.

Passenger	824,806
Express and baggage.....	452,560
Freight	6,587,491
In construction and other trains.....	175,050
Empty cars.....	1,444,882
	<hr/> 9,484,789

AMOUNT PAID FOR LOSS, DAMAGES, ETC.

For loss and damage of goods and baggage.....	\$6,546 41
For injuries, fatal and non-fatal:	
To passengers	\$5,131 00
To employés.....	1,466 00
	<hr/> 6,597 00
For animals killed—2 horses.....	\$125 00
3 cattle	50 00
	<hr/> 175 00

FUEL CONSUMED.

Wood, 2,700 cords; cost, \$7,830. Coal, 55,372 tons; cost, \$54,641.

TRANSPORTATION.

Passengers.

Number carried	256,984
Total mileage, or number carried one mile	10,527,344
Average number of miles traveled by each	40.97
Average amount received for each.....	\$1 11.36
Average amount per mile received for each	02.72

Freight.

Tons carried	602,486
Total movement, or tons carried one mile	51,721,310
Average amount received for each ton	\$1 01.22
Average amount per mile received for each	01.19

TONNAGE CLASSIFIED.		Tons.	Per cent.
Coal	188,020	30.90	
Stone, lime, sand, etc.	4,638	.76	
Ores	3,514	.59	
Pig and bloom iron	5,285	.87	
Railroad iron (iron and steel rails)	30,242	4.97	
Nails	13,900	2.28	
Lumber and other forest products	19,414	3.19	
Live stock	24,480	4.02	
Grain	76,546	12.58	
Flour	9,667	1.59	
Provisions (beef, pork, lard, etc.)	14,419	2.37	
Miscellaneous	218,361	35.88	
Total tonnage yielding revenue	608,486	100.	

EARNINGS, OPERATING EXPENSES, ETC., FOR YEAR ENDING JUNE 30.

EARNINGS.	
Passenger transportation	\$286,191 54
Freight transportation	615,927 43
Mail service	39,708 05
Express service	42,606 49
All other sources of income, including rents, etc.	346 70
Total earnings	<u>\$984,780 21</u>

OPERATING EXPENSES.	
Maintenance of way and structures	\$321,711 93
Maintenance of cars	127,703 34
Motive power	182,889 54
Conducting transportation	266,541 02
General expenses:	
Taxes	\$27,950 57
Legal expenses	2,263 19
Houses and ground rent	1,486 94
Losses by accident	13,318 41
Other general expenses of operating	354 84
	<u>45,373 95</u>
Total operating expenses, being 95.88 per cent. of earnings	<u>\$944,219 78</u>
Net earnings	\$40,560 43

AMOUNTS PER MILE (137) OPERATED.

Earnings	\$7,188 17
Operating expenses	6,892 11
Net earnings	<u>\$296 06</u>

CASUALTIES TO PERSONS.

Statement for the year ending June 30 of all accidents resulting in injuries to persons,
giving extent and cause thereof:

December 1, 1874. Daniel McPeck, near Quaker City: killed; lying on the track; run over by express west; supposed to have had a fit, as he was subject to them.

December 22, 1874. D. C. Cunan, about three miles east of Newark: fatally injured: drunk and lying on track; struck by freight train; died same evening.

January 9, 1875. Mrs. Anderson, passenger, near Gaston's coal mines: injured; shoulder dislocated; sleeping car ran off track, caused by broken axle or wheel. Cause beyond her control.

March 27, 1875. Emanuel Chalfant, passenger, one and a half miles east of Cambridge: injured; slightly bruised; fell off rear platform of rear car. Want of caution.

April 7, 1875. Thomas Anderson, brakeman, near Campbell's: slightly injured about head and shoulders; knocked off while climbing to top of train when passing through a bridge. Want of caution.

June 2, 1875. Washington Hubbard, colored boy twelve years of age, Cambridge: injured; foot off; attempted to get on a moving freight train.

June 23, 1875. Jacob Blaine, aged seventy-seven, Summit; instantly killed; hearing defective; walking on track and struck by express west.

RECAPITULATION.

Killed—Others—trespassing, on track, etc	3
Injured—Passengers—from causes beyond their control	1
misconduct or want of caution	1
Employés—misconduct or want of caution	1
Others—stealing ride	1
_____	4

OFFICERS OF LESSEE.

President, John W. Garrett.....	Baltimore, Md.
Vice-President, Jno. King, Jr.....	“ “
2d Vice-President, Wm. Keyser.....	“ “
General Manager, W. C. Quincy.....	Columbus, Ohio.
Auditor, Wm. T. Thelin	Baltimore, Md.
Treasurer, W. H. Ijams.....	“ “
Cashier, Wm. Wing.....	Columbus, Ohio.
Assistant Auditor, A. D. Smith	“ “
Master of Transportation, Wm. Franklin.....	Newark, “
Master Mechanic, Sam'l Huston.....	“ “
Master of Road, David Lee.....	Zanesville, “
Chief Engineer, James L. Randolph.....	Baltimore, Md.
General Ticket Agent, L. M. Cole.....	“ “
General Freight Agent, N. Guilford.....	“ “
Assistant General Freight Agent, G. B. Spriggs.....	Columbus, Ohio
Purchasing Agent, Benjamin Williams.....	Baltimore, Md.

State of Ohio, County of Franklin, ss :

W. C. Quincy, General Manager of the Central Ohio Division of the Baltimore and Ohio Railroad, being duly sworn, deposes and says that having carefully examined the

foregoing statements, prepared by the proper officers and agents of said Divison from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A. D. 1875.

[Signed]

W. C. QUINCY, *General Manager.*

Subscribed and sworn to before me, this 24th day of November, A.D. 1875.

[SEAL.]

W. P. LOOFBOURROW, *Notary Public.*

CHICAGO AND CANADA SOUTHERN RAILWAY COMPANY.

[ROAD IN PROCESS OF CONSTRUCTION.]

[The following report was filed January 17, 1876, too late for including in the tabulations and comparisons of the several companies prepared in this office.—COMM.]

PROPOSED LINE.

From Grosse Isle, Michigan, to Chicago 252 miles.
Length graded not laid with rail—between Fayette, Ohio, and Chicago .. 34.51 “

CONSTRUCTION ACCOUNT.

The road was built under contract, the contractors having paid for all work done and materials furnished, including right of way and equipment.

The company has paid them to June 30, 1875 \$4,973,790 98,

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized	\$10,000,000 00
Amount subscribed	2,538,400 00
Amount issued	2,538,400 00
Par value of shares	\$100
Amount paid in—common	\$2,538,400 00
Increase since June 30, 1874	\$71,400 00
Average amount paid in per mile (67.60)	37,550 29
Proportion for Ohio (4.50 miles).....	168,976 30
Stockholders, residents of Ohio, 5	
Amount of stock held by them June 30, 1875	50,500 00
Location of transfer offices out of this State: 13 William street, New York.	
Number of shares transferred within the year at such agency: 3,379.	

DEBT.

Funded debt—1st mort. 7 per cent. bonds, due April 1, 1902	\$2,467,000 00
Amount in hands of trustees of sinking for redemption	Nothing.
Unfunded debt contracted for construction, equipment or real estate	45,377 84
Increase since June 30, 1874	45,377 84
Cash, securities, debit balances, etc., available to payment.	76,986 86
Total net debt liabilities.....	2,435,390 98
Average amount of debt per mile.....	37,165 37
Proportion for Ohio	167,244 16
Total paid-in stock and debt	\$5,050,777 84
Total average amount per mile.....	74,715 64
Proportion for Ohio.....	336,220 46

CHARACTERISTICS, ETC.

LINE OWNED BY COMPANY—MILES.

	Length.	In Ohio.
Single main track, Grosse Isle, Michigan, to Fayette, Ohio	67.60	4.50
Aggregate of sidings and other tracks.....	6.30	.30

Total length of rail, computed as single track 73.90 4.80

Length in Ohio all in Fulton county.

Miles of steel and "capped" rail in use, entire line 45.60; in Ohio, none.

Weight of rail per yard on main track, 60 pounds; gauge of track, 56½.

Road in Ohio all ballasted with sand.

TRESTLES, ETC., IN OHIO.

Trestles, 14; aggregate length, 216 feet; greatest age, 3 years.

Fences—Road in Ohio all fenced.

STATIONS.

Passenger and freight, entire line, 12; in Ohio, 1.

ROLLING STOCK FURNISHED BY THE CONTRACTORS.

Locomotives, 17; average weight, including tenders, in working order, 60,000 pounds.

Express and baggage cars, 1; average weight, 20,000 pounds.

Passenger cars, 10; average weight, 32,000 pounds.

Drawing-room and sleeping cars, none.

Freight cars, 346; average weight, 20,000 pounds.

Caboose cars, 2.

Average number of cars, including baggage cars, in passenger trains, 2.

Average number of cars in freight trains, 10.

Kind of brake in use on passenger cars: Ward air-brake.

Method of bridging between passenger cars, when two or more are run in trains:

Miller coupler and platform.

Are all cars run on your road heated and lighted as prescribed by act passed May 4, 1869 (66 O. L., 94)? Yes.

State method of heating passenger cars run on your road: Baker & Smith heaters.

Means of lighting same: Candles.

Number of persons employed by company, 57; proportion for Ohio, 4.

RATES FOR TRANSPORTATION.

PASSENGERS.

Fare charged per mile:

	Highest.	Lowest.
For the shortest distance carried.....	3 cents.	2 cents.
More than 8 and less than 30 miles.....		3 "
More than 30 miles and less than entire length of main road		3 "
Through passengers.....		3 "

Is there an addition to ticket rates if fare is paid on trains? No.

FREIGHT.

Rate charged per ton per mile:

	Highest.	Lowest.
For the shortest distance carried (5 miles)	14. cents.	7. cents.
More than 5 and less than 30 than miles	8.75 "	4.40 "
Through freight.....	6.40 "	3. "

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road ?

The American Express Company.

State terms: Taking freight at the depot and paying once and a half regular freight rates.

What freight, transportation and other special lines run on your road ?

The "Canada Southern Line," doing business east of Buffalo, via the New York Central and Hudson River Railroad, and the "Diamond Line," doing business east of Buffalo, via the Erie Railway.

State terms as to rates, use of track, machinery, repair of cars, etc., with each.

Both lines are owned by the companies over whose roads they run, each company furnishing its quota of cars, receiving its earning and mileage, and bearing its proportionate part of expenses.

Name of post-office address of the principal agent or officer of each line in Ohio.

H. F. Clark, General Manager, Diamond Line, Toledo.

DOINGS OF THE YEAR ENDING DECEMBER 31, 1874.

LOCOMOTIVE TRAIN MILEAGE.

Passenger trains	51,285	
Freight trains	35,676	
Mixed and other trains	4,676	
		<hr/> 91,637

TRANSPORTATION.

Passengers.

Number carried	20,187
Total mileage, or number carried one mile	706,543
Average number of miles traveled by each	35
Average amount received for each	\$1 50
Average amount per mile received for each	03

Freight.

Tons carried	44,674
Average amount received for each ton	\$0 75.17
Average amount per mile received for each	03.76

TONNAGE CLASSIFIED.

	Tons.
Coal	1,340
Lumber and other forest products	25,264
Live stock	1,564
Agricultural products	8,935
Flour and grain	2,010
Manufactures, including agricultural implements	2,904
Merchandise and miscellaneous	2,457

Total tonnage yielding revenue	44,674
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EARNINGS, OPERATING EXPENSES, Etc., FOR YEAR ENDING JUNE 30.

EARNINGS.

Passenger transportation	\$21,203 09
Freight transportation	33,579 54
Mail service	3,206 06
Express service	1,841 54
All other sources of income, including rents, etc.	7,948 86
Total earnings	<hr/> \$67,779 09

OPERATING EXPENSES.

Maintenance of way and structures	\$19,640 79	
Maintenance of cars and motive power.....	20,735 55	
Conducting transportation.....	36,055 41	
Taxes, Ohio included	\$56,318	
Total operating expenses, being 112.76 per cent of earnings		\$76,431 75
Deficit		\$8,652 66

AMOUNTS PER MILE (67.60) OPERATED

Earnings.....	\$1,002 65	Proportion for Ohio, 4.50 miles.....	\$4,511 92
Operating expenses	1,130 65		5,087 92
Deficit	128 00		576 00

OTHER RECEIPTS AND PAYMENTS WITHIN THE YEAR.

RECEIPTS OTHER THAN EARNINGS.

Payments on capital stock	\$71,400 00	
Increase of floating debt.....	45,377 84	
		\$116,777 84

PAYMENTS OTHER THAN OPERATING EXPENSES.

Interest on bonds.....	\$6,085 00	
Interest on floating debt	13,831 57	
Construction of new work, to contractors on account	39,790 98	
		\$59,707 55

GENERAL BALANCE SHEET, JULY 1, 1875,

Taken after making all proper entries affecting or pertaining to the business and transactions of the line and company to date:

LIABILITIES.

Capital stock	\$2,538,400 00	
First mortgage bonds	2,467,000 00	
Floating debt	45,377 84	
		\$5,050,777 84

ASSETS.

Cost of road and equipment	\$4,972,790 93	
Unsettled accounts	76,986 86	
		\$5,050,777 84

CASUALTIES TO PERSONS IN OHIO.

Statement for the year ending June 30, 1875, of all accidents resulting in injuries to persons, giving extent and cause thereof:

October —, 1874. Engine man killed near Fayette; engine thrown from track by cow on road-crossing.

OFFICERS.

Directors—James W. Converse.....	Boston, Mass.
M. Courtright	Erie, Pa.
Sidney Dillon	New York City.
David Dows	"
Nicol Kingsmill	Toronto, Ont.
John Ross.....	New York City.
Wm. L. Scott	Erie, Pa.
E. A. Wickes	New York City.

President (vacancy).	
Vice-President, E. A. Wickes	New York City.
General Manager, M. K. Muir	St. Thomas, Ont.
Treasurer and Secretary, Benj. F. Ham	New York City.
Ass't Superintendent, Brandon Mozley	Toledo, Ohio.
General Ticket Agent, Frank E. Snow	Detroit, Mich.
General Freight Agent, Wm. H. Perrigo	Buffalo, N. Y.
Purchasing Agent, E. W. Porter	St. Thomas, Ont.

State of New York, County of New York, ss :

Edward A. Wickes, Vice-President of the Chicago and Canada Southern Railway Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1875.

[Signed]

EDWARD A. WICKES, *Vice-President.*

Subscribed and sworn to before me, this 14th day of January, A.D. 1876.

[SEAL.]

EDWIN F. COREY, JR.,
Com'r for the State of Ohio in New York.

CINCINNATI AND BALTIMORE RAILWAY COMPANY.

[ROAD ALL IN OHIO—LEASED TO MARIETTA AND CINCINNATI RAILROAD COMPANY.]

Two miles graded not laid with rail, for third and fourth tracks between Cincinnati, Hamilton and Dayton Railroad crossing and United Railroad stock yards.

CONSTRUCTION ACCOUNT.

All expenditures for construction, etc., up to June 30, 1875, inclusive:

Right of way	\$230,477 10	
Civil engineering	18,414 12	
Grading and masonry	847,577 82	
Bridges	813,733 37	
Superstructure	28,567 64	
Ties	2,722 48	
Iron rails	14,412 97	
Fencing	1,233 39	
Passenger and freight stations	11,417 65	
Other buildings and fixtures	5,271	
Interest and discount	132,49 09	
Contingent expenses	2,536 36	
Additional sidings	2,722 20	
Storrs' Branch—right of way	1,000 00	
masonry	1,000 60	
contingent	1,000 23	
Average expenditure per mile (5.60)	\$30,000 61	\$1,692,396 25
Value of real estate owned, exclusive of roadway	1,000 34	

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized	\$1,000,000 00	
Increase since June 30, 1874 (certificate filed July 1, 1874)	1,000 00	
Amount subscribed	1,000 00	
Amount issued	1,000 00	
Par value of shares	\$50	
Total paid in		\$1,135,555 00
Increase since June 30, 1874	1,000 00	
Average amount paid in per mile (5.60)	56 00	
Stockholders residents of Ohio	60	
Amount of stock held by them June 30, 1875	1,000 00	
No transfer office out of Ohio.		

DEBT.

1st mort. 7 per cent. bonds, due January 1, 1900	\$500,000 00
Increase since June 30, 1874	\$178,000 00
Unfunded debt contracted for construction, equipment, or real estate	39,322 76
Unfunded debt contracted for Storrs' Branch	64,397 83
Amount of floating debt, not secured by mortgage	103,720 59
Decrease since June 30, 1874	425,194 28
Total debt liabilities	603,720 59
Decrease since June 30, 1874	247,194 28
Average amount of debt per mile	107,807 24
Total of paid-in stock and debt	\$1,739,275 59
Total average amount per mile	\$310,584 93

CHARACTERISTICS, ETC.

LINE OWNED BY COMPANY—MILES.

Single main track, Cin., Ham. and Dayton R. R. Junction to Mill Creek bridge...	5.60
Double main track	5.60
Aggregate of sidings and other tracks	3.70

Total length of rail, computed as single track..... 14.90

All in Hamilton county.

Weight of rail per yard on main track, 64 lbs.; gauge of track, 56½ inches.

Road all ballasted with gravel.

BRIDGES.

Iron, 4; greatest age, 3 years; aggregate length, 504 feet.

FENCING.

Nearly all within limits of Cincinnati, where fencing is not required; other part of line chiefly fenced.

Miles of telegraph owned by company, none.

Equipment owned by company, none.

RAIL LAID WITHIN THE YEAR.

New iron—weight, 64 lbs. per yard, 4.60 miles.

RECEIPTS AND EXPENDITURES FOR YEAR ENDING JUNE 30.

RECEIPTS.

Payments on capital stock	\$388,200 00
Sale of bonds of company (not previously issued)	178,000 00
Lessee, per contract, for interest on bonds, and dividend	52,689 36
Bills receivable	13,555 66
	<hr/> \$632,445 02

EXPENDITURES.

Interest on bonds.....		\$21,073 41
Dividends, rate 8 per cent. on stock.....		31,615 95
(Date of last dividend declared, May 1, 1875.)		
Floating debt liquidated.....		425,194 28
Taxes—paid by lessee.....		
Construction account, new work.....	\$123,759 13	
Discount in sale of bonds.....	22,250 00	
Interest on floating debt.....	8,330 73	
		154,339 86
Income of real estate.....		221 52
		<u>\$632,445 02</u>

GENERAL BALANCE SHEET, JULY 1, 1875.

Taken after making all proper entries affecting or pertaining to the business and transactions of the line and company to date.

LIABILITIES.

Capital stock paid in.....	\$1,135,555 00
First mortgage bonds.....	500,000 00
Due contractors.....	16,820 00
Due others.....	81,650 56
Bills payable.....	5,250 03
	<u>\$1,739,275 59</u>

ASSETS.

Railway and appurtenances.....	\$1,627,998 42
Storrs' Branch.....	64,397 83
Real estate.....	46,879 34
	<u>\$1,739,275 59</u>

OFFICERS.

Directors—W. T. McClintick	Cincinnati, Ohio.
John King, Jr.....	Baltimore, Md.
J. Donnell Smith.....	“
R. Garrett.....	“
W. W. Scarborough.....	Cincinnati, Ohio.
Kenner Garrard.....	“
W. H. Oldham.....	Marietta, Ohio.
President, W. T. McClintick	Cincinnati, Ohio.
Treasurer, W. E. Jones.....	“
Secretary, Chas. F. Low.....	“
Chief Engineer, John Waddle.....	“

State of Ohio, County of Hamilton, ss.:

W. T. McClintick, President of the Cincinnati and Baltimore Railway Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1875.

(Signed)

W. T. MCCLINTICK, *President.*

Subscribed and sworn to before me, this 8th day of September, A.D. 1875.

[SEAL.]

C. B. DECAMP, *Notary Public.*

CINCINNATI, HAMILTON AND DAYTON RAILROAD COMPANY.

[Road all in Ohio. This company also operates the Cincinnati, Hamilton and Indianapolis, the Cincinnati, Richmond and Chicago, and the Dayton and Michigan Railroads, keeping the accounts, however, separate, and making separate reports for each line.]

LINE OPERATED—MILES.

Cincinnati to Dayton.....	59.927
Double main track.....	9.216
Aggregate of sidings and other tracks.....	27.615
Constructed double gauge.....	85.414
	<u>122.245</u>
Total length of track.....	182.172

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized.....	\$3,500,000 00
Amount issued.....	3,500,000 00
Par value of shares.....	\$100
Total paid in—common.....	\$3,500,000 00
Average amount paid in per mile (60).....	\$58,333 33
Stockholders, residents of Ohio, 434.	
Amount of stock held by them June 30, 1875.....	2,674,000 00
Location of transfer offices out of this State: No transfer office out of Ohio.	

DEBT.

1st mortgage 7 per cent. bonds, due May, 1880.....	\$1,250,000 00
2d “ 7 “ “ July, 1885.....	500,000 00
3d “ 8 “ “ June, 1877.....	500,000 00
	<u>\$2,250,000 00</u>
Amount of funded debt.....	\$2,250,000 00
Unfunded debt contracted for construction, equipment or real estate: None.	
Contracted for other purposes.....	\$691,716 66
Amount of debt not secured by mortgage.....	691,716 66
Increase since June 30, 1874.....	\$23,706 50
Cash, securities, debit balances, etc., available to payment.....	289,141 77
Total debt liabilities.....	2,941,716 66
Average amount of debt per mile.....	49,023 61
	<u>\$6,441,716 66</u>
Total of paid-in stock and debt.....	\$6,441,716 66
Total average amount per mile.....	\$107,361 94

COST OF ROAD, EQUIPMENT, Etc.

CONSTRUCTION OF ROAD.

Total expenditures for construction.....	\$4,340,568 34
Average cost per mile, not including sidings.....	\$72,342 80

EQUIPMENT.

Total expended for equipment.....	\$1,121,250 96
Average amount per mile.....	\$12,657 52
Total for road and equipment.....	\$5,461,819 30
Total average amount per mile.....	\$91,130 32
Value of real estate owned, exclusive of roadway.....	600,000 00

CHARACTERISTICS, Etc.

LINE OWNED BY COMPANY—MILES.

Single main track Cincinnati to Dayton.....	59.927
Double main track.....	9.216
Aggregate of sidings and other tracks.....	27.615
Constructed double gauge.....	85.414

Total length of rail, computed as single track..... 182.172

Distributed into counties as follows:

	Hamilton.	Butler.	Warren.	Montgomery.	Total.
Single main track.....	17.488	24.127	3.721	14.591	59.927
Double main track.....	9.216	.....	.....	.....	9.216
Single track sidings.....	11.101	11.416	.616	4.482	27.615
Double gauge—single track.....	17.488	24.127	3.721	14.591	85.414
double track.....	9.216	.....	.....	.....
sidings.....	8.008	5.600	.616	2.047	
	<u>72.517</u>	<u>65.270</u>	<u>8.674</u>	<u>35.711</u>	<u>182.172</u>
Laid with steel rail ^a.....	.....	.....	.....	.....	31.19

Weight of rail per yard on main track, 60 lbs.; gauge of track, 58 and 72 inches.

Road in Ohio all ballasted with gravel.

BRIDGES.

Wood, 15; greatest age, 17 years; aggregate length, 3,465 feet.

One built within the year ending June 30, included in the above.

At Mill Creek, high truss, 161 feet.

FENCING.

Miles, single, built by the company, 120.

STATIONS, ETC.

Passenger and freight, 30.

Water and fuel, 9.

Telegraph offices in stations, 25.

RAILROADS CROSSED AT GRADE.

Cincinnati and Baltimore—Cincinnati.

Cincinnati and Springfield—Dayton.

Do all trains on your road stop at these crossings? Yes.

Are flagmen stationed at each? Yes.

^a 58-inch gauge track between Carthage and Dayton.

Are your time-tables arranged to secure running connections with roads named? No.

Number of highways crossed at grade, 107.

Miles of telegraph on line of road, posts, 60; wires, 460.

“ “ owned by company, 60.

Number of telegraph stations operated by company jointly with telegraph company, 25.

ROLLING STOCK.

Locomotives, with tenders.....	33;	average weight (in working order)...	55,000 lbs.
Express and baggage cars	13;	“ “	30,000 lbs.
Passenger cars	36;	“ “	34,000 lbs.
Drawing-room and sleeping cars	6;	(including C. R. & C. and D. & M. roads.)	
Freight cars	520;	average weight.....	16,800 lbs.
Other cars	10;	“ “	17,000 lbs.

NOT OWNED BY COMPANY.

Drawing-room and sleeping cars, owned by Pullman Palace Car Company	6
Average number of cars (including baggage cars) in passenger trains.....	6
Average number of cars in freight trains	35

Kind of brake in use on passenger cars: Westinghouse air-brake and hand-brake.

Method of bridging between passenger cars, when two or more are run in trains: Miller patent coupler and buffer.

Are all cars run on your road heated and lighted as prescribed by act passed May 4, 1869 (66 Ohio Laws, 94)? Yes.

State method of heating passenger, sleeping, parlor, and drawing-room cars run on your road: Wood and coal.

Means of lighting same: Candles.

Number of persons employed by company: 1,015.

SPEED OF TRAINS—MILES PER HOUR.

Express passenger—highest rate allowed, not limited: average, including stops....	28
Mail and accommodation—not limited.....	23
Freight trains—highest rate allowed, 12; average, including stops.....	10

RATES FOR TRANSPORTATION.

PASSENGERS.

Fare charged per mile:

	Highest.	Lowest.
For the shortest distance carried (1 mile).....	10 cents.	1.67 cents.
more than 8 and less than 30 miles	3 “	.67 “
more than 30 miles and less than entire length of main road	3 “	.67 “
through passengers (whole length of road).....	2.50 “	1 “

Is there an addition to ticket rates if fare is paid on trains? No.

Amount charged in addition to regular fares, in sleeping or other cars run on your road: Berth, \$2.00; section, \$4.00.

FREIGHT.

Rate charged per ton per mile:

	Highest.	Lowest.
For the shortest distance carried (1 mile).....	20 cents.	10 cents
more than 5 and less than 30 miles	7 “	4 “
more than 30 miles and less than entire length of main road	5 “	3.33 “
through freight (whole length of road)	4.29 “	1 “

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road? American and United States.

State terms. American, \$7.50 per day for 4,000 pounds north and 2,000 pounds south, and 15 cents per 100 pounds excess. United States, \$75 per day between Cincinnati and Toledo, for 10,000 pounds of through freight daily, and 90 cents for excess, apportioned to Cincinnati, Hamilton and Dayton and Dayton and Michigan Railroads, according to tonnage carried on each.

What freight, transportation, and other special lines run on your road? None.

Name and post-office address of the principal agent or officer of each line in Ohio: American Express, Frank Clark, Cincinnati; United States Express, C. S. Cone, Toledo.

DOINGS OF THE YEAR ENDING JUNE 30.

RAIL LAID—MILES.	
Rerolled iron	8.70
Steel—weight, 60 pounds per yard	5
	<hr/> 13.70

LOCOMOTIVE AND CAR MILEAGE.	
<i>Locomotives.</i>	
Hauling passenger trains	373,463
freight trains	317,885
construction and other trains.....	19,479
	<hr/> 710,827
<i>Cars.</i>	
Passenger	816,080
Express and baggage	330,265
Freight and caboose	2,873,705
Empty cars	764,811
	<hr/> 4,784,861

AMOUNT PAID FOR LOSS, DAMAGES, ETC.	
For loss and damage of goods and baggage	\$3,924 19
For injuries, fatal and non-fatal:	
To employes	\$2,074 35
To others	2,000 00
	<hr/> 4,074 35
For animals killed:	
4 horses	\$375 00
8 cattle	252 96
	<hr/> 627 96

FUEL CONSUMED.

Wood, 11,715 cords; cost, \$51,056.49. Coal, 12,070 tons; cost, \$43,672.40.

TRANSPORTATION.	
<i>Passengers.</i>	
Number carried—local	792,732
through	33,222
	<hr/> 825,954
Average number carried in each car per trip	18
Total mileage, or number carried one mile	13,818,266
Average number of miles traveled by each	16.73
Average amount received for each	\$0.36.71
Average amount per mile received for each .....	.02.20
<i>Freight.</i>	
Tons carried	617,266
Average tons in each loaded car per trip.....	8

Total movement, or tons carried one mile	22,239,715
Average amount received for each ton	\$0.83.43
Average amount per mile received for each	02.315

TONNAGE, CLASSIFIED.

	Tons.	Per cent.
Coal	54,717	8.87
Stone, lime, sand, etc	14,183	2.29
Petroleum	7,878	1.27
Ores	792	.13
Pig and bloom iron	18,288	2.97
Railroad iron (iron and steel rails).....	1,667	.27
Other iron and castings	10,556	1.71
Lumber and other forest products	106,590	17.27
Live stock	60,460	9.79
Grain	74,169	12.02
Other agricultural products	28,693	4.65
Flour	25,924	4.20
Provisions (beef, pork, lard, etc.)	10,598	1.72
Manufactures, including agricultural implements.....	34,754	5.63
Merchandise	52,463	8.49
Miscellaneous	115,534	18.72
Total tonnage yielding revenue.....	617,266	100.
Supplies for company's use	723	

EARNINGS, OPERATING EXPENSES, ETC., FOR YEAR ENDING JUNE 30.

EARNINGS.

EARNINGS.					
Passenger transportation—local.....	\$271,605	73			
through	31,632	60			
	<hr/>				
Freight transportation—local	\$410,962	08		\$303,238	33
through	104,030	37			
	<hr/>				
Mail service.....				514,992	45
				10,062	38
Express service				12,615	21
All other sources of income, including rents, etc				202,867	24
	<hr/>				
Total earnings	\$1,043,775	61			

OPERATING EXPENSES.

Maintenance of way and structures	\$132,962	71
Maintenance of cars.....	52,038	70
Motive power	84,146	85
Conducting transportation.....	279,270	81
General expenses—		
Taxes.....	\$55,873	05
Salaries	15,741	86
Other general expenses of operating	22,809	36
	<u>94,424</u>	<u>27</u>
Total operating expenses, being 61.59 per cent. of earnings		642,843 34
Net earnings		\$400,932 27

AMOUNTS PER MILE (60) OPERATED.

Earnings.....	\$17,396 26
Operating expenses.....	10,714 05
Net earnings	6,682 21

OTHER RECEIPTS AND PAYMENTS WITHIN THE YEAR.

RECEIPTS OTHER THAN EARNINGS.

Sale of real estate	\$37,500 00	
Increase of floating debt.....	23,706 50	
Sale of engine	6,000 00	
	<u> </u>	\$67,206 50

PAYMENTS OTHER THAN OPERATING EXPENSES.

Interest on bonds.....	\$162,500 00	
(Date of last dividend declared on common stock, April 22, 1873.)		
Construction of new work.....	2,755 32	
	<u> </u>	165,255 32

GENERAL BALANCE SHEET, JULY 1, 1875,

Taken after making all proper entries affecting or pertaining to the business and transactions of the line and Company to date.

LIABILITIES.

Capital stock.....	\$3,500,000 00	
First mortgage bonds.....	1,250,000 00	
Second ".....	500,000 00	
Third ".....	500,000 00	
Surplus earnings	1,244,337 80	
Bills payable.....	691,719 66	
Dividends unpaid	2,070 74	
Railroad and individual ledger accounts.....	420,631 18	
	<u> </u>	\$8,108,759 38

ASSETS.

Construction	\$3,977,410 05	
Equipment	1,121,250 96	
Real estate.....	" 374,468 29	
Wood and material.....	84,308 16	
Stocks and bonds.....	316,996 18	
Coupon ledger account	153,095 23	
D. McLaren, trustee	83,618 96	
Cincinnati, Richmond and Fort Wayne Railroad.....	69,399 58	
Cincinnati, Richmond and Chicago Railroad.....	16,498 19	
Dayton and Michigan Railroad.....	483,852 01	
Cincinnati, Hamilton and Indianapolis Railroad	1,138,720 00	
Cash and cash assets.....	289,141 77	
	<u> </u>	\$8,108,759 38

" Includes wood lands, \$11,310, not entered in cost of road and equipment.

CASUALTIES TO PERSONS.

Statement for the year ending June 30 of all accidents resulting in injuries to persons, giving extent and cause thereof:

August 8, 1874. Peter Moore, colored, near Middletown: killed; inquest held. Verdict: "Death by accidentally falling between cars while stealing a ride."

August 29, 1874. David McKenzie, of Cincinnati, at Carthage: fatally injured in attempting to cross the track before a passing train.

October 10, 1874. John Shindler, brakeman, Cincinnati yard: injured; had arm caught and bruised while coupling cars. Want of caution.

November 5, 1874. Fred Dross, brakeman, Dayton: instantly killed: head crushed between bumpers of freight cars while coupling. Want of caution. Verdict of coroner's jury: "Accidental death."

November 28, 1874. Michael Connelly, Dayton: fatally injured; was run over in bridge. No inquest.

November 28, 1874. James Kewen, switchman, Cincinnati yard: injured his hand coupling cars. Want of caution.

November 28, 1874. Robert E. Waltham, colored, near Cumminsville: fatally injured: apparently bewildered by passing trains: was thrown from track by engine.

December 2, 1874. John Plunkett, night switchman, Cincinnati yard: killed by being run over. Want of caution.

December 24, 1874. Edward Lavender, brakeman, Hamilton: injured; hand crushed coupling cars. Want of caution.

December 28, 1874. John Shindler, switchman, Dayton: injured his foot while coupling cars. Want of caution.

January 18, 1875. Joseph Connaughton, brakeman, Hamilton: injured; crushed a finger making coupling. Want of caution.

January 23, 1875. Charles Johnston, colored, Cincinnati yard: killed by being run over. Verdict of coroner's jury: "Death from injuries accidentally received while trying to steal ride."

February 27, 1875. John Reed, brakeman, Dayton: injured: hand crushed while coupling cars. Want of caution.

March 8, 1875. Charles Griffiths, switchman, Cincinnati yard: injured his hand in coupling. Want of caution.

March 22, 1875. Thomas Manning, flagman, Dayton yard: killed: was run over by Atlantic and Great Western switching train. Coroner's verdict: "Death was caused by not having a brakeman on top of car to warn him of the danger."

March 25, 1875. Daniel Foley, switchman, Hamilton gravel pit: fatally injured; slipped and fell under train. Want of caution. No inquest.

March 27, 1875. Thomas Brady, brakeman, Dayton: injured: arm crushed coupling cars. Want of caution.

April 8, 1875. Mrs. McKnight, passenger, Carthage: slightly injured jumping from passenger train. Want of caution.

April 22, 1875. George Miller, passenger, Brighton: instantly killed; attempted to get on train after starting, and fell under wheels. Want of caution. Coroner's verdict: "Result of his own carelessness."

April 23, 1875. ——— Richards, Hamilton: fatally injured; attempted to cross track before moving train: said to have been intoxicated.

May 19, 1875. ——— Stabler, Cincinnati stock yards: foot injured: fatal.

June 5, 1875. John Downey, Hamilton: instantly killed; attempted to drive across

track on Dayton street: his horse became unmanageable, and he was thrown from buggy under the wheels of a passing engine. No inquest.

June 20, 1875. James Kirkup, fireman, near Hamilton: killed; engine wrecked by being thrown from track by misplaced switch; died from scalding received. Cause beyond control: inquest held. James Gray, driver of same engine, was also severely bruised and scalded.

RECAPITULATION.

Killed—Passengers—from misconduct or want of caution.....	1
Employés—from causes beyond their control.....	2
misconduct or want of caution	3
	5
Others—at stations and highway crossings.....	1
stealing rides	2
trespassing, on track, etc	5
	8
Total killed	14
Injured—Passengers—from misconduct or want of caution	1
Employés—from cause beyond their control.....	1
misconduct or want of caution	8
	9
Total injured.....	10

OFFICERS.

Directors—F. H. Short	Cincinnati, Ohio.
Rufus King.....	“ “
S. Fosdick.....	“ “
George T. Stedman	“ “
Oliver Perin.....	“ “
H. D. Huntington.....	“ “
J. H. Rogers.....	“ “
Henry Lewis	“ “
L. B. Harrison.....	“ “
President, F. H. Short	“ “
Vice-President, G. T. Stedman.....	“ “
General Solicitor, Stanley Matthews.....	“ “
Treasurer and Secretary, C. B. Marsh.....	“ “
General Superintendent, Lewis Williams.....	“ “
Master Mechanic, James Eckford.....	“ “
General Ticket Agent, Samuel Stevenson	“ “
General Freight Agent, J. R. Reed	“ “
Purchasing Agent, P. Hickey	“ “

State of Ohio, County of Hamilton, ss.:

F. H. Short, President of the Cincinnati, Hamilton and Dayton Railroad Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1875.

[Signed]

F. H. SHORT, *President.*

Subscribed and sworn to before me, this 8th day of November, A.D. 1875.

[SEAL]

J. McL. EWING, *Notary Public*

CINCINNATI, HAMILTON AND INDIANAPOLIS RAILROAD COMPANY.

[Operated by the Cincinnati, Hamilton and Dayton Railroad Company.]

LINE OPERATED—MILES.

Hamilton, Ohio, to Indianapolis, Indiana.....	98.200
Aggregate of sidings and other tracks.....	7.691
Total length of track.....	105.891

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized.....	\$2,500,000 00
Amount issued or paid in: None.	

DEBT.

First mortgage 7 per cent. bonds, due January, 1903.....	\$1,846,000 00
Unfunded debt, contracted for construction, equipment, or real estate....	1,149,042 82
Increase since June 30, 1874.....	\$154,086 17
Total debt liabilities.....	\$2,995,042 82
Average amount of debt per mile (98.20).....	\$30,499 42
Proportion for Ohio (19 miles)	579,488 98

COST OF ROAD, EQUIPMENT, Etc.

ROAD.

Acquired by purchase.....	\$1,910,253 95
Expended for construction.....	378,746 79
Total expenditures for purchase and construction.....	\$2,289,000 74
Average cost per mile, not including sidings	\$23,309 58
Proportion for Ohio.....	442,882 02

EQUIPMENT.

Total expended for equipment.....	\$278,712 58
Average amount per mile.....	\$2,838 21
Proportion for Ohio.....	53,925 99
Total for road and equipment.....	2,567,713 32
Total average amount per mile.....	\$26,147 79
Proportion for Ohio.....	496,808 01
Value of real estate owned, exclusive of roadway	80,000 00

CHARACTERISTICS, ETC.

LINE OWNED BY COMPANY—MILES.

	Length.	In Ohio.
Single main track, Hamilton, Ohio, to Indianapolis, Ind	98.200	19.
Aggregate of sidings and other tracks.....	7.691	.907
Total length of rail, computed as single track	105.891	19.907

Length in Ohio—all in Butler county.

Weight of rail per yard—on main track, 60 lbs; gauge of road, 58 inches.

Road in Ohio all ballasted with gravel.

BRIDGES IN OHIO.

Wood, 3; greatest age, 18 years; aggregate length, 959 feet.

FENCING.

No fencing, except by owners of lands.

State reasons why not completed: Want of means.

STATIONS, ETC.

Passenger and freight—entire line, 8; in Ohio, 2.

Water and fuel—entire line, 3; in Ohio, 1.

Telegraph offices in stations—entire line, 13; in Ohio, 2.

No railroads crossed at grade in Ohio.

Number of highways crossed at grade in Ohio.....		33
Miles of telegraph on line of road.....	200	In Ohio, 38
Miles of telegraph owned by company	100	19
Number of telegraph stations operated by company	4	2
Number operated jointly with telegraph company.....	9	2

ROLLING STOCK.

Locomotives, with tenders....	19;	average weight (in working order) ...	55,000 lbs.
Express and baggage cars	4;	"	30,000 lbs.
Passenger cars	9;	"	34,000 lbs.
Freight cars	444;	"	16,800 lbs.

Average number of cars (including baggage cars) in passenger trains, 3.

Average number of cars in freight trains, 22.

Kind of brake in use on passenger cars: Ordinary hand-brake.

Method of bridging between passenger cars, when two or more are run in trains: Miller patent coupler and buffer.

State method of heating passenger cars run on the road: Wood and coal.

Means of lighting same: Candles.

Number of persons employed by company, 430; proportion for Ohio, 86.

SPEED OF TRAINS—MILES PER HOUR.

Express passenger—highest rate allowed, not limited; average, including stops....	24
Mail and accommodation—not limited;	24
Freight trains—15 miles;	10

RATES FOR TRANSPORTATION.

PASSENGERS.

Fare charged per mile :

	Highest.	Lowest.
For the shortest distance carried (one mile)	15 cents.	2 cents.
More than 8 and less than 30 miles	3 "	2 "
More than 30 miles and less than entire length of main road in Ohio	3 "	2 "
Through passengers	3 "	2 "

Is there an addition to ticket rates if fare is paid on trains? No.

FREIGHT.

Rate charged per ton per mile :

	Highest.	Lowest.
For the shortest distance carried (one mile)	20 cents.	10 cents.
More than 5 and less than 30 miles	7 "	3 "
More than 30 miles and less than entire length of main road in Ohio	5 "	2.50 "
Through freight	4 "	1.14 "

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road? United States.

State terms: \$14 per day for 1,000 pounds; excess at 33½ cents per 100 pounds.

Name and post-office address of the principal agent or officer in Ohio: C. S. Coue, Toledo.

DOINGS OF THE ENDING YEAR JUNE 30.

RAIL LAID—MILES.

Rerolled iron..... 9

LOCOMOTIVE AND CAR MILEAGE.

Locomotives.

Hauling passenger trains	187,421	
freight trains	243,968	
construction and other trains.....	40,599	
	<hr/>	471,988

Cars.

Passenger	315,485	
Express and baggage	158,623	
Freight and caboose	1,883,482	
Empty cars	701,367	
	<hr/>	3,063,957

AMOUNT PAID FOR LOSS, DAMAGES, ETC.

For loss and damage of goods and baggage		\$1,402 66
For animals killed in Ohio—4 horses	\$260 00	
7 cattle.....	225 00	
2 hogs.....	10 00	
	<hr/>	\$495 00

FUEL CONSUMED.

Wood, 12,429 cords; cost, \$41,706.58. Coal, 7,770 tons; cost, \$22,251.34.

TRANSPORTATION.

Passengers.

Number carried—local.....	172,331	
through.....	6,310	
	<hr/>	178,641

Average number carried in each car per trip.....	19
Total mileage, or number carried one mile	4,819,826
Average number of miles traveled by each.....	27.54
Average amount received for each.....	\$0 77.30
Average amount per mile received for each	02.865

Freight.

Tons carried, total.....	217,816
Average tons in each loaded car per trip.....	7½
Total movement, or tons carried one mile.....	15,267,231
Average amount received for each ton.....	\$1 17.07
Average amount per mile received for each	01.67

TONNAGE CLASSIFIED.

	Tons.	Per Cent.
Coal	5,750	2.64
Stone, lime, sand, etc	5,748	2.64
Petroleum	2,246	1.03
Ores	152	.07
Pig and bloom iron.....	4,402	2.05
Railroad iron (iron and steel rails).....	430	.20
Other iron and castings.....	3,327	1.53
Lumber and other forest products	29,906	13.74
Live stock	26,485	12.12
Grain	41,531	19.07
Other agricultural products.....	8,705	4.
Flour.....	1,422	.65
Provisions (beef, pork, lard, etc)	3,558	1.63
Manufactures, including agricultural implements.....	13,889	6.38
Merchandise	19,337	8.87
Miscellaneous	50,928	23.38
Total tonnage yielding revenue	217,816	100.
Supplies for Company's use.....	40	

EARNINGS, OPERATING EXPENSES, Etc., FOR YEAR ENDING JUNE 30.

EARNINGS.

Passenger transportation—local.....	\$125,594 12	
through	12,498 73	
		\$138,092 85
Freight transportation—local.....	\$199,463 23	
through	55,540 84	
		255,004 07
Mail service.....		4,680 58
Express service		5,158 77
All other sources of income, including rents, etc.....		1,888 00
Total earnings.....		\$404,824 27

OPERATING EXPENSES.

Maintenance of way and structures	\$105,438 96
Maintenance of cars	35,452 68
Motive power	39,052 39
Conducting transportation.....	128,910 17

General expenses :

Taxes—Ohio	\$1,289 88
Indiana	3,967 74
Salaries	9,230 79
Other general expenses of operating	66,147 77
	<u>\$80,636 18</u>

Total operating expenses, being 96.21 per cent. of earnings..... \$389,490 38

Net earnings \$15,333 89

AMOUNTS PER MILE (98.20) OPERATED.

Earnings	\$4,122 45	Proportion for Ohio (19 miles)....	\$78,326 55
Operating expenses	3,966 30	“ “	75,359 70
Net earnings.....	156 15	“ “	2,966 85

OTHER RECEIPTS AND PAYMENTS WITHIN THE YEAR.

RECEIPTS OTHER THAN EARNINGS.

Increase of floating debt \$154,086 17

PAYMENTS OTHER THAN OPERATING EXPENSES.

Interest on bonds.....	\$129,220 00
(Date of last dividend declared, no stock.)	
Construction of new work and additional equipment.....	37,201 31
Additional real estate.....	<u>2,998 75</u>
	169,420 06

GENERAL BALANCE SHEET, JULY 1, 1875.

Taken after making all proper entries affecting or pertaining to the business and transactions of the line and Company to date.

LIABILITIES.

First mortgage bonds.....	\$1,846,000 00
Cincinnati, Hamilton and Dayton Railroad	<u>1,149,042 82</u>
	\$2,995,042 82

ASSETS.

Construction account.....	\$1,912,739 60
Equipment account.....	278,712 58
Real estate.....	<u>47,141 91</u>
Steam excavator.....	8,978 00
Renewals	376,261 14
Profit and loss.....	<u>371,209 59</u>
	\$2,995,042 82

CASUALTIES TO PERSONS IN OHIO.

Statement for the year ending June 30 of all accidents resulting in injuries to persons, giving extent and cause thereof :

November 6, 1874. Malachi Florance, fireman, Hamilton engine-house: injured; leg crushed. Want of caution.

OFFICERS.

Directors—F. H. Short	Cincinnati, Ohio.
C. W. West	“ “
Wm. Goodman	“ “

Directors—G. T. Stedman	Cincinnati, Ohio.
Oliver Perin	“ “
H. D. Huntington	“ “
J. H. Rogers	“ “
Henry Lewis	“ “
C. B. Marsh	“ “
President, F. H. Short	“ “
Treasurer and Secretary, C. B. Marsh	“ “
General Superintendent, Lewis Williams	“ “
Assistant Superintendent, A. H. Evans	Indianapolis, Ind.
Master Mechanic, E. Moore	“ “
General Ticket Agent, Samuel Stevenson	Cincinnati, Ohio.
General Freight Agent, J. R. Reed	“ “
Purchasing Agent, P. Hickey	“ “

State of Ohio, County of Hamilton, ss :

F. H. Short, President of the Cincinnati, Hamilton and Indianapolis Railroad Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1875.

[Signed]

F. H. SHORT, *President.*

Subscribed and sworn to before me, this 8th day of November, A.D. 1875.

[SEAL.]

J. MCL. EWING, *Notary Public.*

CINCINNATI AND INDIANA RAILROAD COMPANY.

[ROAD ALL IN OHIO. OPERATED UNDER LEASE BY THE INDIANAPOLIS, CINCINNATI AND LAFAYETTE RAILROAD COMPANY.]

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized.....	\$2,000,000 00	
Amount subscribed and issued	500,000 00	
Par value of shares	\$50	
Amount paid in—common.....		\$500,000 00
Average amount paid in per mile (20.50).....	24,390 25	
Stockholders, residents of Ohio, one.		
Amount of stock held by him June 30, 1875.....	18,000 00	

DEBT.

1st mort. 7 per cent. bonds, due December 1, 1892.....	\$499,000 00	
2d “ 7 “ “ “ January 1, 1877	1,000,000 00	
2d “ 7 “ “ “ January 1, 1882	501,000 00	
3d “ 7 “ “ “ June 1, 1899.....	^a 2,000,000 00	
Funded coupon 7 per cent. bonds, ^b due September 1, 1878..	62,300 00	
7 “ “ “ “ “ 1, 1883..	^a 320,750 00	
Amount of funded debt, including joint mortgages ..	^a 4,383,050 00	
Increase since June 30, 1874.....	1,050 00	
Average amount of debt per mile, apportioning joint mortgages on basis of 178.50 miles	^a 113,601 40	
Proportion of same for this company.....		2,328,828 70
Total of paid-in stock and (company's proportion of) debt.....		\$2,828,828 70
Total average amount per mile.....	\$137,991 65	

COST OF ROAD, EQUIPMENT, Etc.

CONSTRUCTION OF ROAD.

Total expenditures for construction.....	\$2,032,209 16
Average cost per mile, not including sidings.....	\$99,132 15

EQUIPMENT.

Owned by Indianapolis, Cincinnati and Lafayette Railroad Company, lessee.

^a A joint mortgage of this and the Indianapolis, Cincinnati and Lafayette Railroad Company: and is a lien upon the road and equipment of lessee in Indiana, as well as upon the road in Ohio, of this company.

^b For extended coupons from 2d mortgage bonds.

^c For extended coupons from 3d mortgage bonds.

CHARACTERISTICS, Etc.

LINE OWNED BY COMPANY—MILES.

Single main track, Cincinnati to State Line.....	20.50
Double main track.....	1.50
Aggregate of sidings and other tracks	9.20

Total length of rail, computed as single track (all in Hamilton county)....	31.20
Laid with steel rail.....	6.10
Weight of rail per yard on main track	60 lbs.
Gauge of track	56½ in.

Road all ballasted with gravel, and ballast kept good.

BRIDGES AND TUNNELS.

Wood bridges, 3; greatest age, 4 years; aggregate length.....	1,041 feet
Stone “ 1; length.....	120 “
	<hr/> 1,161 “

Brick tunnels, 1; length, 1,640 feet.

FENCING.

Miles (single) built by company, total cost, \$5,000	11
built within the year ending June 30, 1875.....	None.
required to inclose road (both sides)	15

State reasons why not completed: Ohio and Mississippi Railway on one side and turn-pike on the other. No stock allowed to run at large.

Miles of telegraph owned by company: None.

RAIL LAID WITHIN THE YEAR—MILES.

New iron—weight, 60 lbs. yard.....	3
Steel—weight, 55 and 60 lbs. per yard	2
	<hr/> 5

OFFICERS.

Directors—M. E. Ingalls.....	Cincinnati, Ohio.
S. J. Broadwell.....	“ “
Joshua H. Bates	“ “
Geo. Hoadley.....	“ “
J. A. Pomeroy	“ “
Jos. Rawson	“ “
Geo. Wilshire.....	“ “
President, M. E. Ingalls.....	“ “
Treasurer and Secretary, E. F. Osborn.....	“ “
Superintendent, G. L. Barringer.....	“ “
Master Mechanic, J. S. Patterson	“ “
General Ticket Agent, F. B. Kennedy.....	“ “
General Freight Agent, H. J. Page.....	“ “
Purchasing Agent, E. V. Cherry	“ “

State of Ohio, County of Hamilton, s.s.:

M. E. Ingalls, President of the Cincinnati and Indiana Railroad Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, pre-

pared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1875.

[Signed]

M. E. INGALLS, *President*.

Subscribed and sworn to before me, this 2nd day of September, A.D. 1875.

[SEAL.]

E. V. CHERRY, *Notary Public*.

REPORT OF INDIANAPOLIS, CINCINNATI AND LAFAYETTE RAILROAD COMPANY, LESSEE.

LINE OPERATED—MILES.

	Length.	In Ohio.
Cincinnati, Ohio, to Layette, Indiana	178.50	20.50
Double main track	1.50	1.50
Aggregate of sidings and other tracks	40.20	9.20
Total length of track	220.20	31.20

OPERATED UNDER LEASE—EMBRACED IN THIS REPORT.

Cincinnati and Indiana Railroad, single main track	20.50
Double main track	1.50
Sidings and other tracks	9.20
Total	31.20

Steel rail in use—entire line 27.50 in Ohio 6.10

Weight of rail per yard on main track, 60 lbs.

Gauge of track, 56½ inches.

STATIONS, ETC.

Passenger and freight—entire line, 55 ; in Ohio, 13.

Water and fuel—entire line, 20 ; in Ohio, 2.

Telegraph offices in stations, entire line, 28 ; in Ohio, 7.

RAILROADS CROSSED AT GRADE IN OHIO.

Ohio and Mississippi within city limits of Cincinnati.

Do all trains on your road stop at this crossing ? Yes.

Are flagmen stationed at it ? Yes.

Are your time-tables arranged to secure running connections with road named ? No.

Number of highway crossed at grade in Ohio, 19.

Miles of telegraph on line of road [not stated] ; in Ohio, 20.50.

Miles of telegraph owned by company: none.

Number of telegraph station operated by company, 28 ; in Ohio, 7.

Number operated jointly with telegraph company, 18 ; in Ohio, none.

ROLLING STOCK—OWNED BY LESSEE.

Locomotives, with tenders, 57 ; average weight, in working order, 32 tons.

Express, baggage and mail cars, 13 ; average weight, 18 tons.

Passenger cars, 37 ; average weight, 23 tons.

Drawing-room cars, 4 ; average weight, 27 tons.

Freight cars, 1, 134 ; average weight, 16 tons

Other cars, 27 ; average weight, 12 tons.

Average number of cars (including baggage cars) in passenger trains 5
in freight trains..... 23

Kind of brake in use on passenger cars : Westinghouse air-brake and Smith vacuum.

Method of bridging between passenger cars when two or more are run in trains: Miller platform.

Method of heating passenger, sleeping, parlor and drawing-room cars on the road : Baker heaters and coal stoves.

Means of lighting same : Candles and mineral sperm oil.

Number of persons employed by company, 1,257 ; proportion for Ohio, 175.

SPEED OF TRAINS—MILES PER HOUR.

Express passenger—highest rate allowed, not limited ; average, including stops. 25

Mail and accommodation—not limited ; average, including stops 22

Freight trains. 12 ; average, including stops..... 9

RATES FOR TRANSPORTATION.

PASSENGERS.

Fare charge per mile :

	Highest.	Lowest.
For the shortest distance carried, (1 mile).....	.10 cents.	.08 cents.
more than 8 and less than 30 miles .....	.04 “	.01 “
for entire length of main road in Ohio, (20.50 miles) .....	.03 “	.02 “
through passengers.....	03.20 “	00.90 “

Is there an addition to ticket rates if fare is paid on trains ?

Fare paid on trains are according to tariff rates: a deduction is made if tickets are purchased at station.

Amount charged in addition to regular passenger fare, in sleeping or others cars on the road :

For seat in parlor cars, 50 cents for 115 miles ; and in proportion for longer or shorter distances.

FREIGHT.

Rate charged per ton per mile :

	Highest.	Lowest.
For the shortest distance carried.....	.17 cents.	.08 cents.
more than 5 and less than 30 miles.....	.10 “	.05 “
entire length of main road in Ohio (20.50 miles) .....	.10 “	.05 “
through freight.....	03.50 “	00.90 “

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road ? American Express.

State terms :

5,000 pounds daily between Cincinnati and Indianapolis, and 3,000 pounds daily between Indianapolis and Lafayette, at \$2,000 per month.

All excess between Cincinnati and Indianapolis, 46 cents per hundred ; and between Indianapolis and Lafayette, 25 cents per 100 pounds.

No freight, transportation or other special lines run on the road.

Name and post-office address of the principal agent or officer in Ohio :

Agent, Frank Clark, Cincinnati.

DOINGS OF THE YEAR ENDING JUNE 30.

LOCOMOTIVE AND CAR MILEAGE.

<i>Locomotives.</i>		
Hauling passenger trains	490,630	
freight trains	502,382	
switching	295,385	
construction and other trains.....	45,638	
	<hr/>	1,334,035
<i>Cars.</i>		
Passenger.	1,446,718	
Express, baggage and mail	591,048	
Freight	6,572,920	
Caboose.....	384,492	
Empty cars	1,564,907	
	<hr/>	10,560,085

AMOUNT PAID FOR LOSS, DAMAGES, ETC.

For loss and damage of goods and baggage.....		\$8,341 88
For injuries in Ohio, fatal and non-fatal:		
To employés.....	\$250 00	
To others.....	248 00	
	<hr/>	\$498 00
For animals killed in Ohio—7 cattle.....	\$100 50	
7 hogs	35 00	
	<hr/>	\$135 50

FUEL CONSUMED.

Wood, 2,000 cords; cost, \$4,000. Coal, 46,004 tons: cost, \$130,512.37.

TRANSPORTATION.

<i>Passengers.</i>		
Number carried—local.....	\$528,641	
through.....	88,293	
	<hr/>	\$616,934
Average number carried in each car per trip.....		41.40
Total mileage, or number carried one mile.....		24,087,741
Average number of miles traveled by each		39.04
Average amount received for each.....		\$1 06.11
Average amount <i>per mile</i> received for each		02.72
<i>Freight.</i>		
Tons carried—local	\$210,641	
through.....	345,839	
	<hr/>	556,480
Average tons in each loaded car per trip.....		8.02
Total movement, or tons carried one mile.....		52,677,120
Average amount received for each ton.....		\$1 76.64
Average amount <i>per mile</i> received for each		01.866

TONNAGE CLASSIFIED.

	Tons.	Per cent.
Coal	37,072	6.6
Stone, lime, sand, etc	76,431	13.7
Pig and bloom iron.....	620	.1
Railroad iron (iron and steel rails)	4,260	.7
Other iron and castings.....	10,824	1.9

	Tons.	Per cent.
Lumber and other forest products.....	66,486	12.
Live stock	42,692	7.7
Grain.....	122,873	22.1
Other agricultural products.....	23,146	4.2
Flour.....	22,242	4.
Provisions (beef, pork, lard, etc.)	14,543	2.6
Manufactures, including agricultural implements.....	42,694	7.7
Merchandise	33,965	6.1
Miscellaneous	58,632	10.5
Total tonnage yielding revenue.....	556,480	100

EARNINGS, OPERATING EXPENSES, ETC., FOR YEAR ENDING JUNE 30.

EARNINGS.		
Passenger transportation—local	\$551,254 64	
foreign.....	103,373 63	
		\$654,628 27
Freight transportation—local.....	\$664,821 48	
foreign	318,131 35	
		\$982,952 83
Mail service.....		44,677 70
Express service.....		29,373 44
All other sources of income, including rents, etc.....		55,599 17
Total earnings		\$1,767,231 41

OPERATING EXPENSES.		
Maintenance of way and structures	\$288,987 04	
Maintenance of cars	111,417 40	
Motive power	47,921 51	
Conducting transportation.....	553,819 44	
General expenses :		
Taxes—Ohio	\$16,127 38	
Indiana	23,811 28	
Salaries.....	49,500 76	
Other general expenses of operating	4,666 28	
		\$94,105 70
Total operating expenses, being 62.03 per cent. of earnings.....		\$1,096,251 09
Net earnings		\$670,980 32

AMOUNTS PER MILE (178.50) OPERATED.		
Earnings.....	\$9,900 46	Proportion for Ohio (20.50 miles)..... \$202,959 43
Operating expenses..	6,141 46	125,899 93
Net earnings	3,759 00	77,059 50

PAYMENTS OTHER THAN OPERATING EXPENSES.		
Interest on bonds	\$650,699 50	
Interest on floating debt.....	33,542 60	
		\$684,242 10

GENERAL BALANCE SHEET, JULY 1, 1875,

Taken after making all proper entries affecting or pertaining to the business and transactions of the line and company to date :

LIABILITIES.		
Capital stock.....	\$5,630,497 50	
Capital stock C. and I. R. R. Co.....	\$500,000 00	
Less owned by I. C. and L. R. R. Co.....	41,500 00	
	<u>\$18,200 00</u>	\$5,653,697 50
I. and C. bonds of 1858	\$1,600,000 00	
C. and I. bonds of 1862	499,000 00	
C. and I. bonds of 1867	\$1,501,000 00	
Less amount unsold	4,000 00	
	<u>\$1,497,000 00</u>	
I. C. and L. bonds of 1867	2,800,000 00	
I. C. and L. bonds of 1869	\$2,000,000 00	
Less amount unsold	233,000 00	
	<u>1,767,000 00</u>	
Equipment bonds	\$423,000 00	
Less amount unsold	69,000 00	
	<u>354,000 00</u>	
Funded interest bonds.....	\$470,300 00	
Less amount unsold	17,000 00	
	<u>453,300 00</u>	
Funded debt bonds ^a	\$1,500,000 00	
Less amount on hand.....	60,800 00	
	<u>1,439,200 00</u>	
Extended coupons.....	251,405 79	
	<u>10,660,905 79</u>	
Unpaid bond interest ^b	\$113,967 50	
W. W. Lowe & Co. ^c	13,688 95	
Bills payable and call loans	503,339 24	
Due sundry persons. and accounts payable.....	199,924 68	
	<u>\$30,920 37</u>	
	<u>\$17,145,523 66</u>	

NOTE.—On the books of the company the street connection railway in Cincinnati, which is owned jointly by the Little Miami and the Cincinnati and Indiana Railroad Companies, appears as an asset and a liability to the amount of \$262,500. The I. C. and L. Railroad Company is liable for forty per cent. of whatever deficiency there may be in the earnings of this street connection railway towards paying six per cent. on \$525,000 bonds issued by the Little Miami and the Cincinnati and Indiana Railroad Companies for building this connection track, and secured by mortgage on it.

^a These bonds were issued to the stockholders in settlement for assessments paid by them on stock of the company, and bear interest from and after the 1st day of July, 1875, the first coupons thereon being payable on the 1st day of January, 1876, for six months' interest.

^b Includes interest due July 1, 1875.

^c To be paid for in drawback on freight shipped over road.

ASSETS.

Construction	\$14,379 379 69	
Equipment.....	2,460,979 49	
Supplies on hand.....	90,566 42	
Harrison Branch Railroad stock.....	22,000 00	
Bills receivable.....	2,605 00	
Cash	23,531 49	
Due from sundry railroad companies	\$64,775 45	
Less amount due railroad companies	38,913 76	
	<hr/>	25,861 69
Indianapolis and St. Louis Railway	95,315 14	
Due from sundry persons	22,522 45	
Profit and loss account	22,762 29	
	<hr/>	\$17,145,523 66

CASUALTIES TO PERSONS IN OHIO.

Statement for the year ending June 30 of all accidents resulting in injuries to persons, giving extent and cause thereof:

September 9, 1874. Martin Dick and Richard Saunders, section hands on road near Sedamsville: both killed; struck by passenger train while at work on track. Want of caution. A train was passing on the Ohio and Mississippi track at the time, and it was supposed they did not hear the train coming on the Cincinnati and Indiana track, though whistle was blown. P. F. Maley, coroner. Verdict exonerating company.

October 9, 1874. Peter Erickson, east of Sedamsville: injured; walking on track; struck by train: several cuts on the hand and ankle bruised.

December 10, 1874. Thomas Miller, one-fourth of a mile east of Delhi: injured slightly in the back by being struck by train while walking on track.

December 28, 1874. Abraham Stall, Delhi: drunk on the track; struck by train: extent of injuries not known.

January 19, 1875. James Lee, brakeman, Cincinnati yard: fatally injured; switching cars; run over by engine, cutting off one leg. Want of caution. Taken to hospital and died from effects of injuries. P. F. Maley, coroner. Verdict, "Deceased came to his death by being run over by engine No. 19 on L. C. and L. R. R. while in performance of his duty as brakeman, and we find no one to blame for the accident."

May 27, 1875. Herman Blum, passenger, near Storrs: injured in jumping from train while in motion; fell under cars and had his leg cut off. Want of caution.

June 7, 1875. Willie Shaffer, two hundred yards west of Storrs: standing on track: was struck by train; extent of injuries not known.

June 12, 1875. ——— Howard, employé, Cleves: foot injured in jumping from train. Want of caution.

June 22, 1875. John Evers, near Cleves: killed; walking on track in tunnel; struck by train. Verdict given exonerating company.

RECAPITULATION.

Killed—Employés—from misconduct or want of caution.....	3
Others—trespassing, on track, etc.....	1
Total killed.....	<hr/> 4

Injured—Passengers—from misconduct or want of caution.....	1	
Employés—from misconduct or want of caution.....	1	
Others—trespassing, on track, etc.....	4	
Total injured.....		6

OFFICERS OF LESSEE.

Directors—Wm. A. Booth.....	New York City.
George Bliss.....	“ “
Chas. G. Landon.....	“ “
Thos. H. Perkins.....	Boston, Mass.
M. E. Ingalls.....	Cincinnati, Ohio.
S. J. Broadwell.....	“ “
Moses Fowler.....	Lafayette, Ind.
W. F. Reynolds.....	“ “
President, M. E. Ingalls.....	Cincinnati, Ohio.
Treasurer, E. F. Osborn.....	“ “
Secretary, C. H. Booth.....	New York City.
Superintendent, G. L. Barringer.....	Cincinnati, Ohio
Assistant Superintendent, W. H. Vandegrift.....	Indianapolis, Ind.
Master Mechanic, J. S. Patterson.....	Cincinnati, Ohio.
General Passenger Agent, John Egan.....	“ “
General Ticket Agent, F. B. Kennedy.....	“ “
General Freight Agent, H. J. Page.....	“ “
Purchasing Agent, E. V. Cherry.....	“ “

State of Ohio, County of Hamilton, ss :

M. E. Ingalls, President of the Indianapolis, Cincinnati and Lafayette Railroad Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A D. 1875.

[Signed]

M. E. INGALLS, *President*.

Sworn and subscribed to before me, this 2d day of September, A.D. 1875.

[SEAL.]

E. V. CHERRY, *Notary Public*.

CINCINNATI AND MUSKINGUM VALLEY RAILWAY COMPANY.

[ROAD ALL IN OHIO—OPERATED UNDER LEASE BY THE P., C. AND ST. L. R'Y CO.]

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized	\$4,000,000 00	
Amount subscribed.....	4,000,000 00	
Par value of shares	\$50	
Total paid in—common.....		\$3,997,170 00
Increase since June 30, 1874.....	\$500 00	
Average amount paid in per mile (148.44).....	26,927 85	
Stockholders, residents of Ohio, 162.		
Amount of stock held by them June 30, 1875.....	66,950 00	
No transfer office out of Ohio.		

DEBT.

First mortgage 7 per cent. bonds, due January, 1901.....	\$1,500,000 00	
Amount of debt, not secured by mortgage.....		244,065 97
Increase since June 30, 1874.....	\$67,374 09	
Total debt liabilities.....	1,744,065 97	
Average amount of debt per mile.....	11,749 30	
Total of paid-in stock and debt.....		\$5,741,235 97
Total average amount per mile.....	\$38,677 15	

COST OF ROAD, EQUIPMENT, Etc.

Total expended for road and equipment and real estate.....	\$5,539,691 93	
Total average amount per mile.....	\$37,319 40	
Value of real estate owned, exclusive of roadway.....	30,576 00	

CHARACTERISTICS, Etc.

LINE OWNED BY COMPANY—MILES.

Single main track, Morrow to Dresden Junction.....	148.44	
Aggregate of sidings and other tracks.....	13.47	
Total length of rail, computed as single track.....	161.91	
All in Ohio, and distributed as follows :		

County.	Main track.	Sidings, etc.	Total
Warren	9.82	.65	10.47
Clinton	23.66	1.45	25.11
Fayette	17.16	1.31	18.47
Pickaway	23.04	2.08	25.12
Fairfield	28.52	3.62	32.14
Perry	19.64	1.37	21.01
Muskingum	26.60	2.99	29.59
Totals	148.44	13.47	161.91

Miles of steel and "capped" rail in use: None.

Weight of rail per yard on main track, 56 and 60 lbs.; gauge of track, 57½ inches.

Road all ballasted with gravel.

BRIDGES AND TRESTLES.

Wood bridges, 42; greatest age, 15 years; aggregate length	6,678 feet.
Iron " 1; age, 1 year; length	25 "
Combination, 1; " 4 years; "	102 "
Stone, 1; "	140 "
Total	6,945 "

Trestles, 91; aggregate length, 8,377 feet; greatest age, 10 years.

TUNNELS.

Natural rock, 1; length	1,185 ft.
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FENCING.

Required to inclose road, both sides	110 miles.
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State reasons why not completed: Right of way grants stipulate land-owners shall build fence. They prefer to have tilled fields and wild lands unfenced.

STATIONS, ETC.

Passenger and freight	28
Water and fuel	26
Telegraph offices in stations	15

RECEIPTS AND EXPENDITURES FOR THE YEAR ENDING JUNE 30.

RECEIPTS.

Payments on capital stock	\$500 00	
Increase of floating debt	67,374 09	
Lessee for rent of road, earnings over expenses	37,410 71	
All other sources of income for the year	151 70	
	<hr/>	\$105,436 50

EXPENDITURES.

Interest on bonds	\$105,000 00	
General expenses of organization	1,120 27	
Additional real estate	5,003 35	
	<hr/>	\$111,123 62

GENERAL BALANCE SHEET, JULY 1, 1875,

Taken after making all proper entries affecting or pertaining to the business and transactions of the company to date:

LIABILITIES.

Capital stock	\$3,997,170 00	
Bonded debt	1,500,000 00	
Accounts payable	2 73	
Pittsburgh, Cincinnati and St. Louis Railway, lessee	244,063 24	
	<hr/>	\$5,741,235 97

ASSETS.

Roadway, equipment, etc.....	\$5,539,691 93	
Material account	13,690 00	
Accounts receivable	4,338 55	
Cash	1,340 21	
Income account	182,175 28	
		<hr/> \$5,741,235 97

OFFICERS.

Directors—Thomas A. Scott.....	Philadelphia, Pa.
George B. Roberts	“
Charles Moran	New York City.
David S. Gray	Columbus, Ohio.
George W. Adams	Dresden, “
M. Churchill	Zanesville, “
James Buckingham	“ “
President, Thomas A. Scott	Philadelphia, Pa.
Treasurer and Secretary, C. C. Waite.....	Zanesville, Ohio.

State of Ohio, County of Muskingum, ss :

C. C. Waite, Secretary of the Cincinnati and Muskingum Valley Railway Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1875.

[Signed]

C. C. WAITE, *Secretary.*

Subscribed and sworn to before me, this 5th day of October, A.D. 1875.

[Seal.]

JNO. W. KING, *Notary Public.*

REPORT OF PITTSBURGH, CINCINNATI AND ST. LOUIS RAILWAY COMPANY, LESSEE.

CHARACTERISTICS, ETC.

OPERATED UNDER LEASE—EMBRACED IN THIS REPORT.

Cincinnati and Muskingum Valley Railway, single main track.....	148.44 miles.	
Sidings and other tracks.....	13.47	“
Total	161.91	“

RAILROADS CROSSED AT GRADE.

Pittsburgh, Cincinnati and St. Louis, at Dresden Junction.	
“ “ “ Little Miami Division, at Morrow.	
Baltimore and Ohio—Central Ohio Division, at Zanesville.	
“ Straitsville Division, at Junction City.	

Atlantic and Lake Erie, at New Lexington.

Columbus and Hocking Valley, at Lancaster.

Do all trains on your road stop at these crossings? Yes.

Are flagmen stationed at each? Not all.

Are your time-tables arranged to secure running connection with roads named?

As far as practicable.

Number of highways crossed at grade, 108.

Miles of telegraph on line of road—owned jointly by company and Western Union Telegraph Company—148.44.

Number of telegraph stations operated by company, 5.

Number operated jointly with telegraph company, 10.

ROLLING STOCK.

Locomotives, with tenders ..	15	Average weight (in working order)....	105,550 lbs.
Express and baggage cars...	4	.....	38,000 "
Passenger cars	12	.....	39,200 "
Freight cars.....	472	.....	14,000 "
Other cars	4	.....	15,000 "

All owned by lessor company, except 150 freight cars, owned by V Car Company.

State terms of service: One cent per mile run.

Average number of cars (including baggage cars) in passenger trains, 3.

Average number of cars in freight trains, 20.

Kind of brake in use on passenger cars: Westinghouse air-brake.

Method of bridging between passenger cars when two or more are run in trains:

Movable wooden bridge, with chain railings.

Are all cars run on your road heated and lighted as prescribed by act passed May 4, 1869 (66 Ohio Laws, 94)? Yes.

State method of heating passenger cars run on your road: Spears and Dripps' patent heaters.

Means of lighting same: Candles.

Number of persons employed by company, 458.

SPEED OF TRAINS—MILES PER HOUR.

Express passenger—highest rate allowed....	35	Average, including stops.....	23
Mail and accommodation.....	35	" "	22
Freight trains	15	" "	10

RATES FOR TRANSPORTATION.

PASSENGERS.

Fare charged per mile:

	Highest.	Lowest.
For the shortest distance carried (8 miles)	4 cents.	4 cents.
More than 8 and less than 30 miles.....	3 "	3 "
More than 30 miles and less than entire length of main road	3 "	3 "
Through passengers.....	3 "	1 "

Is there an addition to ticket rates if fare is paid on trains? No.

FREIGHT.

Rate charged per ton per mile :	Highest.	Lowest.
For the shortest distance carried (8 miles)	20 cents.	7.5 cents.
More than 5 and less than 30 miles	9.29 "	5 "
More than 30 miles and less than entire length of main road...	4.9 "	2.25 "
Through freight.....	2 "	.80 "

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road ? Adams Express Company.

State terms : Forty cents per 100 lbs. for express matter transported entire length of road.

No freight, transportation, or other special lines run on this road.

Name and post-office address of the principal agent or officer of each line in Ohio: Resident Manager, Alfred Gaither, Cincinnati.

DOINGS OF THE YEAR ENDING JUNE 30.

New iron rail laid, weight 60 lbs. per yard	13.06 miles.
Spliced and mended iron rail.....	3.22 "
Total	16.28 "
Road ballasted with gravel, general distribution on.....	12 "
Fencing built (cost per rod, \$1.02)	4.08 "
Bridges built—	
One draw, at Zanesville ; wood ; Howe truss	118 feet.
One iron girder, 1 mile west of Zanesville	25 "

LOCOMOTIVE AND CAR MILEAGE.

<i>Locomotives.</i>	
Hauling passenger trains	196,130
freight trains	224,610
construction and other trains	17,120
	<hr/>
	437,860
<i>Cars.</i>	
Passenger	381,878
Express and baggage	110,506
Freight	1,648,048
Caboose	120,101
In construction and other trains.....	68,480
Empty cars	989,600
	<hr/>
	3,318,613

AMOUNT PAID FOR LOSS, DAMAGES, ETC.

For loss and damage of goods and baggage	\$784 62
For injuries, fatal and non-fatal :	
To employes	\$792 00
To others	43 75
	<hr/>
	\$835 77
For animals killed :	
2 horses	\$230 00
10 cattle	25 00
	<hr/>
	\$255 00

Amount claimed, unsettled, and in litigation for injuries to persons : Unknown.

FUEL CONSUMED.

Wood, 579 cords; cost, \$1,158.00. Coal, 16,806.11 tons; cost, \$20,792.59.

TRANSPORTATION.

<i>Passengers.</i>		
Number carried—local	213,945	
through	2,013	
		215,958
Average number carried in each car per trip		25 to 35
Total mileage, or number carried one mile		4,250,415
Average number of miles traveled by each		19.82
Average amount received for each		\$0 57.25
Average amount per mile received for each .....		.02.888
<i>Freight.</i>		
Tons carried—local	181,981	
through	17,739	
		199,720
Average tons in each loaded car per trip		6 to 8
Total movement, or tons carried one mile		11,793,537
Average amount received for each ton		\$1 45.24
Average amount per mile received for each ton .....		.02.459

TONNAGE CLASSIFIED.

	Tons.	Per cent.
Coal	68,820	34.5
Stone, lime, sand, etc.	4,637	2.3
Petroleum	61	....
Ores	7,523	3.8
Pig and bloom iron	1,376	.7
Railroad iron (iron and steel rails)	256	.1
Other iron and castings	2,312	1.2
Lumber and other forest products	10,191	5.1
Live stock	30,236	15.1
Grain	26,611	13.3
Other agricultural products	2,150	1.1
Flour	3,067	1.5
Provisions (beef, pork, lard, etc.)	7,112	3.6
Manufactures, including agricultural implements	19,489	9.8
Merchandise	14,803	7.4
Miscellaneous	1,076	.5
Total tonnage yielding revenue	199,720	100.
Supplies for company's use	15,615	

EARNINGS, OPERATING EXPENSES, Etc., FOR YEAR ENDING JUNE 30.

EARNINGS.		
Passenger transportation—local	\$121,891 10	
through	1,737 04	
		\$123,628 14
Freight transportation—local	280,034 99	
through	10,036 92	
		290,071 91

Mail service	\$11,205 00
Express service	5,341 15
All other sources of income, including rents, etc.	1,102 60
Total earnings.	\$431,348 80

OPERATING EXPENSES.

Maintenance of way and structures	\$152,677 53
Maintenance of cars	24,389 37
Motive power	115,300 53
Conducting transportation	77,869 75
General expenses:	
Taxes	\$14,471 78
Salaries	2,589 28
Other general expenses of operating	4,334 11
	<u>21,395 17</u>
Total operating expenses, being 90.88 per cent. of earnings	\$391,632 35
Net earnings	\$39,716 45

AMOUNTS PER MILE (148.44) OPERATED.

Earnings	\$2,905 88
Operating expenses	2,638 32
Net earnings	267 56

PAYMENTS OTHER THAN OPERATING EXPENSES.

Cincinnati and Muskingum Valley Railway Co.—rental	\$39,716 45
advances to pay interest on bonds	65,283 55
Additional real estate	<u>5,003 35</u>
	\$110,003 35

CASUALTIES TO PERSONS.

Statement for the year ending June 30, of all accidents resulting in injuries to persons, giving extent and cause thereof:

August 31, 1874. Henry Nicholas, loiterer, Lancaster: fatally injured; was crossing track immediately in front of engine, which was running slowly; a car attached to front of engine prevented his being seen. Inquest held. H. L. Jeffers, coroner.

September 11, 1874. Unknown man, Washington C. H.: injured; ankle broken; was stealing a ride between two freight cars, when coupling broke. To save himself from being run over he jumped to side of track.

January 14, 1875. L. Boyer, engineer, at crossing of Baltimore and Ohio track, within corporation limits of Zanesville: fatally injured; while crossing said track, a Baltimore and Ohio train, running at high rate of speed, struck his engine. Caused by violation of published rules.

March 9, 1875. Jonas Good, near Bremen: fatally injured; stealing a ride; jumped from an open freight car to the ground in front of moving train as it was approaching the station. No inquest.

March 9, 1875. F. Stoneburner, brakeman, Reeds: fatally injured; in attempting to make coupling between engine and freight car his head was caught and smashed; engine was running very slowly: Want of caution. No inquest.

May 25, 1875. Frank McGowan, loiterer, near New Holland: fatally injured; was walking on track in front of approaching train: every effort was made to stop train. Man was deranged. No inquest.

RECAPITULATION.

Killed—Employés—from misconduct or want of caution	2
Others—stealing ride	1
trespassing, on track, etc.....	2
	<hr/> 3
Total.....	5
Injured—Others—stealing ride	1

OFFICERS OF LESSEE.

President, Thomas A. Scott.....	Philadelphia, Pa.
2d Vice-President, Wm. Thaw	Pittsburgh, "
3d Vice-President, J. N. McCullough	" "
Comptroller, Thomas D. Messler	" "
Acting Auditor, Jno. W. Renner	" "
Secretary, W. H. Barnes	" "
Treasurer, M. C. Spencer	" "
General Counsel, John Scott.....	" "
General Manager, D. W. Caldwell.....	Columbus, Ohio.
Chief Engineer, M. J. Becker.....	" "
General Passenger and Ticket Agent, W. L. O'Brien	" "
General Freight Agent, Wm. Stewart.....	Pittsburgh, Pa.
General Purchasing Agent, Wm. Mullins.....	" "
General Baggage Agent, J. S. Shackelford.....	Columbus, Ohio.
Superintendent, C. C. Waite.....	Zanesville, "
Master of Transportation, M. Mounts	Lancaster, "
Master Mechanic, Leroy Kells	" "
Division Freight Agent, R. B. Bailey.....	Zanesville, "

State of Pennsylvania, County of Allegheny, ss:

Thomas D. Messler, Comptroller of the Pittsburgh, Cincinnati and St. Louis Railway Company, lessee of the Cincinnati and Maskingum Valley Railway, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1875.

[Signed]

THOS. D. MESSLER, *Comptroller*.

Subscribed and sworn to before me, this 7th day of September, A.D. 1875.

[SEAL.]

FRANK SEMPLE, *Notary Public*.

CINCINNATI RAILWAY TUNNEL COMPANY.

This company was chartered in 1847, reorganized in 1871 (certificate filed March 3, 1871, in office of Secretary of State). Condition of the reorganization, old stock surrendered, and new issued for one-half. Outstanding debts of all descriptions paid by preferred stock.

Name changed, under the statute, from Dayton and Cincinnati Railroad Company to that of the Cincinnati Railway Tunnel Company. (Decree of Court of Common Pleas, Hamilton county, January 20, 1872, filed in office of Secretary of State January 31, 1872.)

PROPOSED LINE.

From Cincinnati to a point at or near Sharon	12.50 miles.
Length graded not laid with rail	2 "

On what portion of line?

Part near south terminus, part through Walnut Hills, and part on line north.

CONSTRUCTION ACCOUNT.

All expenditures for construction, etc., up to June 30, 1875, inclusive:

Right of way, civil engineering, and grading and masonry ..	\$675,950 00	
Contingent expenses	52,875 72	
		\$728,825 72

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized--common	\$1,000,000 00	
preferred	1,000,000 00	
		\$2,000,000 00
Par value of shares	\$50 00	
Amount paid in--old company, unexchanged	\$378,500 00	
common	44,450 00	
preferred	40,800 00	
Total paid in		\$463,750 00
Increase since June 30, 1874, preferred	\$250 00	

DEBT.

First mortgage bonds	\$49,000 00	
Amount of debt not secured by mortgage		8,044 91
Increase since June 30, 1874	\$21 32	
Total debt liabilities	57,044 91	
Total of paid-in stock and debt		\$520,794 91

RECEIPTS AND EXPENDITURES FOR THE YEAR ENDING JUNE 30.

RECEIPTS.

Payments on capital stock	\$250 00	
Sale of bonds of company (not previously issued).....	21 32	
		<u>\$271 32</u>

EXPENDITURES.

Contingent expenses of organization	\$171 32
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GENERAL BALANCE SHEET, JULY 1, 1875,

Taken after making all proper entries affecting or pertaining to the business and transactions of the line and company to date :

LIABILITIES.

Capital stock ^a —old company	\$378,500 00	
common	44,450 00	
preferred.....	40,500 00	
Bonds	49,000 00	
Surplus account ^b	208,030 81	
Bills payable.....	5,000 00	
Sundry claims.....	3,014 91	
		<u>\$728,825 72</u>

ASSETS.

Construction account.....	\$728,825 72
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OFFICERS.

Directors—A. J. Hodder	Cincinnati, Ohio.
W. Milnor Roberts.....	New York City.
Richard Beresford	Cincinnati, Ohio.
Arch. Mirrieles.....	“ “
Jas. M. McCullough.....	“ “
P. P. Lane	“ “
Arnd Kattenhorn	“ “
Geo. Woodward.....	“ “
Jason Evans	“ “
J. P. Rawson	“ “
Wm. Wood	“ “
C. J. Tyler.....	“ “
S. H. Goodin, Jr.....	“ “
President, A. J. Hodder	Cincinnati, Ohio.
Vice-President, W. Milnor Roberts	New York City.
Treasurer, Richard Beresford	Cincinnati, Ohio.
Secretary, Arch. Mirrieles	“ “

^a Represents certificates and receipts for stock of old company not yet brought in for capitalization, and which will be reduced one-half when exchanged for new stock.

^b Represents balance of construction account derived from part paid stock subscriptions canceled, and other sources.

State of Ohio, County of Hamilton, ss :

A. J. Hodder, President of the Cincinnati Railway Tunnel Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1875.

[Signed]

A. J. HODDER, *President.*

Subscribed and sworn to before me, this 30th day of September, A.D. 1875.

[SEAL]

CHAS. W. KARR, *Notary Public.*

CINCINNATI, RICHMOND AND CHICAGO RAILROAD COMPANY.

[ROAD OWNED BY COMPANY ALL IN OHIO—OPERATED BY CINCINNATI, HAMILTON AND DAYTON RAILROAD COMPANY.]

LINE OPERATED—MILES.

Hamilton, Ohio, to Richmond, Indiana.....	42
Aggregate of sidings and other tracks	<u>2.69</u>
Total length of track.....	44.69

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized	\$500,000 00
Par value of shares	\$50 00
Amount paid in—common	\$32,600 00
Average amount paid in per mile (36 miles).....	\$10,627 78
Stockholders residents of Ohio, 19.....	
Amount of stock held by them June 30, 1875.....	32,600 00

DEBT.

First mort. 7 per cent. bonds, due July, 1895.....	\$560,000 00
Second “ 7 “ “ 1889.....	<u>65,000 00</u>
Amount of funded debt.....	\$625,000 00
Unfunded debt	None.
Decrease since June 30, 1874	\$34,408 58
Average amount of debt per mile	<u>17,361 11</u>
Total of paid-in stock and debt	\$1,007,600 00
Total average amount per mile.....	\$27,988 89

COST OF ROAD, EQUIPMENT, Etc.

CONSTRUCTION OF ROAD.

Total expenditures for construction	\$26,733 29
Average cost per mile, not including sidings.....	\$22,964 00

EQUIPMENT.

Total expended for equipment	\$184,551 98
Average amount per mile	<u>\$5,126 45</u>
Total for road and equipment.....	\$1,011,985 27
Total average amount per mile.....	\$28,091 26

CHARACTERISTICS, Etc.

LINE OWNED BY COMPANY—MILES.

Single main track, Hamilton, Ohio, to Indiana State line	36		
Aggregate of sidings and other tracks	2.69		
Total length of rail, computed as single track			38.69
All in Ohio, and distributed as follows :			
County.....	Main track.	Sidings, etc.	Total.
Butler	11	.907	11.907
Preble	25	1.783	26.783
Totals.....	36	2.69	38.69

OPERATED UNDER LEASE—EMBRACED IN THIS REPORT.

Richmond and Miami Railway, single main track, 6 miles.

Weight of rail per yard on main track, 60 lbs

Gauge of road, 57½ inches.

Road in Ohio all ballasted with gravel.

BRIDGES IN OHIO.

Wood, 22; greatest age, 16 years; aggregate length, 2,476 feet.

One built within the year ending June 30, 1875, included in the above :

No. 21, low truss, 68 feet.

FENCING IN OHIO.

Miles (single) built by company	58
built within the year ending June 30 (cost per rod, \$1.60).....	2
required to inclose road (both sides).....	14
State reasons why not completed: Want of means.	

STATIONS, ETC.

Passenger and freight—entire line.....	10	In Ohio, 9
Water and fuel—entire line	1	“ 1
Telegraph offices in stations—entire line.....	4	“ 3

No railroads crossed at grade in Ohio.

Number of highways crossed at grade in Ohio, 63.

Miles of telegraph on line of road—entire line, 135; in Ohio, 108.

Miles of telegraph owned by company—entire line, 45; in Ohio, 36.

Number of telegraph stations operated by company—entire line, 4; in Ohio, 3.

Number operated jointly with telegraph company—entire line, 4; in Ohio, 3.

ROLLING STOCK.

Locomotives, with tenders....	5; average weight (in working order).....	55,000 lbs.
Express and baggage cars....	3;	30,000 “
Freight cars	157;	16,800 “

Average number of cars (including baggage cars) in passenger trains, 3.

Average number of cars in freight trains, 24.

Kind of brake in use on passenger cars: Ordinary hand and Westinghouse air-brake.

Method of bridging between passenger cars, when two or more are run in trains: Miller patent coupler and buffer.

Method of heating passenger, sleeping, parlor and drawing-room cars run on road: Wood and coal.

Means of lighting same: Candles.

Number of persons employed by company, 60; proportion for Ohio, 51.

SPEED OF TRAINS—MILES PER HOUR.

Express passenger—highest rate allowed, not limited; average, including stops....	20
Mail and accommodation—not limited; average, including stops.....	20
Freight trains—highest rate allowed, 12 miles: average, including stops	10

RATES FOR TRANSPORTATION.

PASSENGERS.

Fare charged per mile:

	Highest.	Lowest.
For the shortest distance carried (one mile).....	15 cents.	3 cents.
More than 8 and less than 30 miles.....	3 “	3 “
More than 30 miles and less than entire length of main road in Ohio..	3 “	3 “
Through passengers.....	3 “	3 “

Is there an addition to ticket rates if fare is paid on trains? No.

Amount charged in addition to regular fares in sleeping or other cars run on your road: Berth, \$2; section, \$4; state room, \$4.

FREIGHT.

Rate charged per ton per mile:

	Highest.	Lowest.
For the shortest distance carried (one mile).....	20 cents.	8 cents.
More than 5 and less than 30 miles.....	6 “	3 “
More than 30 miles and less than entire length of main road in Ohio	5 “	2.7 “
Through freight	4 “	1 “

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road? American and United States.

State terms: \$60 per month for 24,000 pounds; excess, 16 cents per 100 pounds.

No freight, transportation, or other special lines run on our road.

Name and post-office address of the principal agent or officer of each line in Ohio:

American Express Company, Frank Clark, Cincinnati: United States Express Company, C. S. Cone, Toledo.

DOINGS OF THE YEAR ENDING JUNE 30.

RAIL LAID—MILES.

Re-rolled iron	3.28
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LOCOMOTIVE AND CAR MILEAGE.

Locomotives.

Hauling passenger trains	88,900
freight trains	82,202
construction and other trains.....	6,422
	<hr/>
	177,524

Cars.

Passenger	236,516
Express and baggage	94,492
Freight and caboose	795,418
Empty cars	249,449
	<hr/>
	1,376,325

AMOUNT PAID FOR LOSS, DAMAGES, ETC.

For loss and damage of goods and baggage	\$1,716 58
For injuries in Ohio, fatal and non-fatal—to employés.....	193 00
For animals killed in Ohio—1 horse	\$80 00
2 cattle	79 25
	<hr/>
	159 25

FUEL CONSUMED.

Wood, 4,619 cords; cost, \$14,253.16. Coal, 941 tons; cost, \$2,814.37.

TRANSPORTATION.

Passengers.

Number carried—local.....	88,996	
through	18,340	
		107,336
Average number carried in each car per trip.....		16
Total mileage, or number carried one mile	2,780,762	
Average number of miles traveled by each.....		25.90
Average amount received for each.....		\$0 70.45
Average amount per mile received for each		02.72

Freight.

Tons carried	164,298	
Average tons in each loaded car per trip.....		7
Total movement, or tons carried one mile.....	6,965,140	
Average amount received for each ton		\$0 94.46
Average amount per mile received for each		02.228

TONNAGE CLASSIFIED.

	Tons.	Per cent.
Coal	9,655	5.87
Stone, lime, sand, etc	3,834	2.33
Petroleum	3,404	2.07
Ores	360	.22
Pig and bloom iron.....	6,852	4.17
Railroad iron (iron and steel rails).....	1,099	.66
Other iron and castings.....	2,651	1.60
Lumber and other forest products.....	27,708	16.87
Live stock	20,550	12.51
Grain	25,042	15.24
Other agricultural products.....	4,190	2.55
Flour	5,124	3.12
Provisions (beef, pork, lard, etc)	4,367	2.65
Manufactures, including agricultural implements.....	9,680	5.89
Merchandise	19,931	12.13
Miscellaneous	19,551	12.12
Total tonnage yielding revenue.....	164,298	100.
Supplies for company's use.....	41	

EARNINGS, OPERATING EXPENSES, Etc., FOR YEAR ENDING JUNE 30.

EARNINGS.

Passenger transportation—local.....	\$53,954 38	
through	21,665 56	
		\$75,619 94
Freight transportation—local.....	\$81,988 85	
through	73,205 87	
		155,194 72

Mail service.....	\$5,321 80
Express service.....	5,404 46
All other sources of income, including rents, etc.....	221 16
Total earnings	<u>\$21,762 08</u>

OPERATING EXPENSES.

Maintenance of way and structures	\$39,447 06
Maintenance of cars	13,512 67
Motive power.....	25,193 18
Conducting transportation.....	41,920 87
General expenses—	
Taxes—Ohio	\$2,232 12
Indiana	514 24
Salaries	4,204 04
Other general expenses of operating.....	24,952 80
	<u>31,903 20</u>
Total operating expenses, being 62.49 per cent. of earnings.....	<u>\$151,076 98</u>
Net earnings	<u>\$90,685 10</u>

AMOUNTS PER MILE (42) OPERATED.

Earnings.....	\$5,756 24	Proportion for Ohio (36 miles).....	\$207,224 64
Operating expenses.....	3,597 07	“ “ “	129,494 52
Net earnings	2,159 17	“ “ “	77,730 12

PAYMENTS OTHER THAN OPERATING EXPENSES.

Interest on bonds.....	\$43,750 00
Floating debt liquidated.....	34,408 58
	<u>\$78,158 58</u>

GENERAL BALANCE SHEET, JULY 1, 1875,

Taken after making all proper entries affecting or pertaining to the business and transactions of the line and company to date.

LIABILITIES.

Capital stock.....	\$382,600 00
First mortgage bonds.....	560,000 00
Second “	65,000 00
Interest on bonds unclaimed.....	5,670 00
Profit and loss.....	1,888 64
	<u>\$1,015,158 64</u>

ASSETS.

Construction	\$826,733 29
Equipment.....	184,551 98
Real estate.....	700 00
Cincinnati, Hamilton and Dayton Railroad, lessees.....	3,173 37
	<u>\$1,015,158 64</u>

CASUALTIES TO PERSONS IN OHIO.

Statement for the year ending June 30 of all accidents resulting in injuries to persons, giving extent and cause thereof:

January 24, 1875. Jake Fry, Collinsville: instantly killed: threw himself under train.

OFFICERS.

Directors—F. H. Short	Cincinnati, Ohio.
C. W. West	“
Oliver Perin.....	“
George T. Stedman	“
Samuel Fosdick.....	“
H. D. Huntington.....	“
Henry Lewis	“
J. H. Rogers.....	“
E. W. McGuire.....	Richmond, Indiana.
President, F. H. Short	Cincinnati, Ohio.
Vice-President, C. W. West.....	“
Treasurer and Secretary, C. B. Marsh.....	“
General Superintendent, Lewis Williams.....	“
Master Mechanic, S. Loomis	Richmond, Indiana.
General Ticket Agent, Samuel Stevenson	Cincinnati, Ohio.
General Freight Agent, J. R. Reed.....	“
Purchasing Agent, P. Hickey.....	“

State of Ohio. County of Hamilton, ss :

F. H. Short, President of the Cincinnati, Richmond and Chicago Railroad Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1875.

[Signed]

F. H. SHORT, *President.*

Subscribed and sworn to before me, this 8th day of November, A.D. 1875.

[Seal.]

J. McL. EWING, *Notary Public.*

CINCINNATI, SANDUSKY AND CLEVELAND RAILROAD COMPANY.

[ROAD ALL IN OHIO.]

LINE OPERATED—MILES.

Sandusky to Springfield	128.89	
Springfield to Columbus	44.37	
Carey to Findlay	15.51	
	<hr/>	188.77
Aggregate of sidings and other tracks		14.37
		<hr/>
Total length of track laid with rail		203.16

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized	\$6,000,000 00	
Amount issued—common	4,005,750 00	
preferred	429,037 45	
Par value of shares	\$50	
Amount paid in—common	4,005,750 00	
preferred	429,037 45	
	<hr/>	
Total paid in		\$4,434,787 45
Average amount paid in per mile (168.50)	26,319 21	
Stockholders residents of Ohio : Number, no record kept.		
Location of transfer offices out of this State : 38 India street, Boston, Mass.		
Number of shares transferred within the year at such agency : 127,020.		

DEBT.

Sandusky City and Indiana Railroad Company 7 per cent. bonds, first mortgage on part of road, due March 1, 1877.	\$350,000 00	
Sandusky, Dayton and Cincinnati Railroad Company 6 per cent. bonds, first mort. on part of road, due Feb. 1, 1900 .	794,000 00	
Cincinnati, Sandusky and Cleveland Railroad Company 7 per cent. bonds (and scrip), first mortgage on part and sec- ond on balance of road, due June 1, 1890	1,073,512 40	
	<hr/>	
Amount of funded debt		\$2,217,512 40
Decrease since June 30, 1874	\$10,000 00	
Amount in hands of trustees of sinking fund for redemption.	8,474 18	
Other debts, current credit balances, etc		387,957 59
Increase since June 30, 1874	\$20,010 44	
Cash, securities, debit balances, etc., available to payment [deducted].		
Total debt liabilities	\$2,605,469 99	
Increase since June 30, 1874	10,010 44	
Average amount of debt per mile	15,462 73	
	<hr/>	
Total of paid-in stock and debt		\$7,040,257 44
Total average amount per mile	\$41,781 94	

COST OF ROAD, EQUIPMENT, Etc.

Total for road and equipment	\$6,168,985 45
Total average amount per mile.....	\$36,611 19

CHARACTERISTICS, Etc.

LINE OWNED BY COMPANY—MILES.

Sandusky to Dayton ^a	152.99
Carey to Findlay.....	15.51

Total single main track	168.50
Aggregate of sidings and other tracks.....	15.96

Total length of rail, computed as single track.....	184.46
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All in Ohio, and distributed as follows:

County.	Main track.	Branches.	Sidings, etc.	Total.
Erie.....	9.07	.....	2.54	11.61
Sandusky	12.31	.....	.47	12.78
Seneca	24.25	.....	1.59	25.84
Wyandot	14.89	4.29	1.26	20.44
Hancock .....	.....	11.22	.60	11.82
Hardin	22.29	.....	1.90	24.19
Logan.....	21.44	.....	1.35	22.79
Champaign.....	16.06	.....	.68	16.74
Clarke	8.58	.....	2.	10.58
Clarke ^a	12.91	.....	.74	13.65
Greene ^a	5.35	.....	.69	6.04
Montgomery ^a	5.84	2.14	7.98
Totals.....	152.99	15.51	15.96	184.46

Laid with steel rail.....	2.20
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OPERATED UNDER LEASE—EMBRACED IN THIS REPORT.

Columbus, Springfield and Cincinnati Railroad, single main track	44.37
Aggregate of sidings and other tracks.....	2

Total (all in Ohio).....	46.37
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Weight of rail per yard on main track, 56 lbs. Gauge of road, 58 inches.

Road all ballasted with gravel.

BRIDGES AND TRETTLES.

Wood bridges, 12; greatest age 20 years; aggregate length.....	2,154 feet.
Trestles, No. not given; " 16 years; "	1,725 "

FENCING.

Miles (single) built by company.....	348
built within the year ending June 30, 1875, (cost per rod, \$1.03).....	20
required to inclose road (both sides)	Unknown.

State reason why not completed: Building every year.

^a Springfield to Dayton 24.10 miles, leased and operated as a part of line of Cincinnati and Springfield Railway.

STATIONS, ETC.

Passenger and freight	34
Water and fuel	16
Telegraph offices in stations	15

RAILROADS CROSSED AT GRADE.

Lake Shore and Michigan Southern—Sandusky and Clyde.

Mansfield, Coldwater and Lake Michigan—Tiffin.

Baltimore, Pittsburgh and Chicago—Tiffin.

Pittsburgh, Fort Wayne and Chicago—Forest.

Cleveland, Columbus, Cincinnati and Indianapolis—Bellefontaine and Springfield.

Pittsburgh, Cincinnati and St. Louis—Urbana and one mile west of Columbus.

Atlantic and Great Western—Urbana.

Little Miami Division Pittsburgh, Cincinnati and St. Louis—London and three miles west of Columbus.

Do all trains on your roads stop at these crossings? Yes.

Are flagmen stationed at each? No.

Are your time-tables arranged to secure running connections with roads named? At some of the crossings.

Number of highways crossed at grade, 134.

Miles of telegraph on line of road, 175.

Miles of telegraph owned by company..... None.

Number operated jointly with telegraph company..... 13

Number of telegraph stations operated by company..... 15

ROLLING STOCK.

Locomotives, with tenders	32; average weight, in working order, 56,000 lbs.
Express, baggage and smoking cars	14; "
Passenger cars	23; "
Drawing-room and sleeping cars ..	4; "
Freight cars	900; "

Average number of cars (including baggage cars) in passenger trains..... 3

Average number of cars in freight train..... 20

Kind of brake in use on passenger cars: Air-brake.

Method of bridging between passenger cars, when two or more are run in trains: Miller platform.

Are all cars run on your road heated and lighted as prescribed by act passed May, 4, 1869 (66 Ohio Laws, 94)? Yes.

State method of heating passenger, sleeping, parlor and drawing-room cars run on your road: Wood stoves.

Means of lighting the same: Is any coal oil or fluid used? Yes.

Number of persons employed by company, 640.

SPEED OF TRAINS—MILES PER HOUR.

Express passenger—highest rate allowed....	35; average, including stops.....	25
Mail and accommodation " "	20; " "	15
Freight trains " "	15; " "	12

RATES FOR TRANSPORTATION.

PASSENGERS.

Fare charged per mile:

	Highest.	Lowest.
For the shortest distance carried (1.30 miles)	11.54 cents.	7.71 cents
more than 8 and less than 39 miles	3. " "	2.25 " "
more than 39 miles and less than entire length of main road	3. " "	2.25 " "
through passengers	2. " "	2. " "

Is there an addition to ticket rates if fare is paid on trains? We make a discount of from 5 cents to 25 cents to passengers purchasing tickets.

Amount charged in addition to regular fares in sleeping or other cars run on your road:

For seat, 25 cents to \$1.00; berth, \$1.50; section, \$3.00.

FREIGHT.

Rate charged per ton per mile:

	Highest.	Lowest.
For the shortest distance carried (6 miles)	36.66 cents.	8.33 cents.
more than 5 and less than 30 miles	12.58 " "	3.15 " "
more than 30 miles and less than entire length of main road	6.73 " "	1.83 " "
through freight	3.43 " "	0.80 " "

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road? United States.

State terms: 8,000 lbs.—\$53 per day, through and way; all over 8,000 lbs. to be paid for—through excess, 50 cents; local, 35 cents per 100 lbs.

No freight, transportation or other special lines run on our road.

Name and post-office address of the principal agent or officer in Ohio:

Division Superintendent, E. M. Matthews, Cleveland.

DOINGS OF THE YEAR ENDING JUNE 30.

RAIL LAID—MILES.

New iron—weight, 60 lbs. per yard	7.50
Steel—weight, 60 lbs. per yard	2.20
	<hr/> 9.70

LOCOMOTIVE AND CAR MILEAGE.

Locomotives.

Hauling passenger trains	332,271
freight trains and mixed trains	481,074
construction and other trains	34,671
	<hr/> 848,016

Cars.

Passenger, express and baggage	1,130,627
Freight, caboose, etc.	4,732,512
	<hr/> 5,863,139

AMOUNT PAID FOR LOSS, DAMAGES, ETC.

For loss and damage of goods and baggage	\$1,210 58
For injuries, fatal and non-fatal:	
To passengers and employes	\$2,997 61
To others	1,087 56
	<hr/> \$4,085 17

For animals killed :

24 horses	\$2,136 83	
2 mules	200 00	
34 cattle	167 90	
— sheep	300 00	
6 hogs	61 25	
	<hr/>	\$3,665 98

FUEL CONSUMED.

Wood, 10,934 7-16 cords ; cost, \$29,464.45. Coal, 13,261 $\frac{1}{2}$ tons ; cost, \$32,328.05.

TRANSPORTATION.

Passengers.

Number carried—local	263,908	
through (coupon tickets)	41,084	
	<hr/>	304,992
Total mileage, or number carried one mile		7,721,502
Average number of miles traveled by each		25.31
Average amount received for each		\$0 73.22
Average amount per mile received for each		02.892

Freight.

Tons carried—local	204,520	
through	187,744	
	<hr/>	392,264
Average tons in each loaded car per trip		10
Total movement, or tons carried one mile		25,901,208
Average amount received for each ton		\$1.27.91
Average amount per mile received for each		01.937

TONNAGE CLASSIFIED.

	Tons.	Per cent.
Coal	149,092	38.02
Stone, lime, sand, etc.	10,934	2.82
Pig and bloom iron	3,545	.90
Other iron and castings	2,065	.51
Lumber and other forest products	73,908	18.80
Live stock	19,645	5.12
Grain	35,906	9.10
Other agricultural products	3,935	1.01
Flour	5,405	1.31
Provisions (beef, pork, lard, etc.)	71	...
Manufactures, including agricultural implements	3,521	.90
Merchandise	72,033	18.41
Miscellaneous	12,204	3.10
Total tonnage yielding revenue	392,264	100.
Supplies for company's use	1,456	

EARNINGS, OPERATING EXPENSES, Etc., FOR YEAR ENDING JUNE 30.

EARNINGS.

Passenger transportation—local	\$166,329 37	
through	56,997 39	
	<hr/>	\$223,326 76

Freight transportation—local	\$297,093 68	
through.....	204,650 72	
		\$501,744 40
Mail service.....		19,200 00
Express service.....		24,862 27
All other sources of income, including rents, etc.		18,538 02
		<u>\$787,671 45</u>
Total earnings of line operated by company		

OPERATING EXPENSES.

Machine shops	\$7,326 52	
Maintenance of way and structures	124,513 71	
Maintenance of cars	53,002 38	
Motive power	166,568 48	
Conducting transportation.....	62,411 22	
Station expenses	71,770 20	
General expenses:		
Taxes	\$19,584 82	
Salaries and other general expenses of operating	56,598 43	
		<u>76,183 25</u>
Total operating expenses, being 71.32 per cent. of earnings.....		\$561,775 76
Net earnings		<u>\$225,895 69</u>

AMOUNTS PER MILE (188.77) OPERATED.

Earnings	\$4,172 65
Operating expenses.....	2,975 98
Net earnings	<u>1,196 67</u>

EARNINGS OF LINE LEASED.

Net of 24.10 miles (\$2,905.58 per mile)	\$70,024 29
--	-------------

OTHER RECEIPTS AND PAYMENTS WITHIN THE YEAR.

RECEIPTS OTHER THAN EARNINGS.

Increase of floating debt.....	\$20,010 44	
Sundry sources.....	16,305 44	
		<u>\$36,315 88</u>

PAYMENTS OTHER THAN OPERATING EXPENSES.

Interest on bonds.....	\$158,961 00	
Interest on floating debt	8,572 01	
Dividends, rate, 3 per cent. on preferred stock	25,731 00	
Do not pay cash dividends on common stock.		
No stock dividend declared on common stock since April, 1872.		
Amount paid sinking fund trustees	14,624 31	
Lease of Columbus, Springfield and Cincinnati Railroad	80,000 00	
Construction—buildings	* 3,913 38	
road.....	* 4,560 83	
Additional equipment	* 27,970 18	
		<u>\$325,332 71</u>

* An addition of \$3,715.43 only of these expenditures is made to railway, equipment, etc., in assets—difference, \$32,728.96—making good loss by fire March 1, 1875, of 5 locomotives and round-house at Springfield.

GENERAL BALANCE SHEET, JULY 1, 1875,

Taken after making all proper entries affecting or pertaining to the business and transactions of the line and company to date.

LIABILITIES.

Capital stock.....	\$4,005,750 00	
Less owned by company.....	258,150 00	
	<hr/>	\$3,747,600 00
Preferred stock and scrip		429,037 45
Bonds—Sandusky City and Indiana		350,000 00
Sandusky, Dayton and Cincinnati.....		794,000 00
Cincinnati, Sandusky and Cleveland.....		1,072,300 00
Cincinnati, Sandusky and Cleveland bond scrip		1,212 40
Interest on bonds and dividends on preferred stock		74,449 00
Taxes.....		5,008 15
Bills payable.....		138,046 09
Loans and discounts.....		136,187 43
Wood and tie certificates		3,609 52
Columbus, Springfield and Cincinnati R. R. rental account.		30,656 40
Profit and loss.....		47,117 15
	<hr/>	\$6,829,224 59

ASSETS.

Railway, equipment, etc.....	\$6,168,985 45	
Materials on hand.....	42,718 91	
Columbus, Springfield and Cincinnati R. R. Co. stock (par).....	505,750 00	
Sinking fund trustees.....	8,474 18	
Notes receivable.....	5,849 08	
Coupon agencies—cash on hand.....	4,230 04	
Individual accounts.....	8,172 48	
Insurance companies.....	22,015 89	
Uncollected earnings.....	56,261 02	
Cash on hand.....	6,767 54	
	<hr/>	\$6,829,224 59

CASUALTIES TO PERSONS.

Statement for the year ending June 30 of all accidents resulting in injuries to persons, giving extent and cause thereof:

July 4, 1874. David Tuttle, passenger, three-fourths of a mile west of Wilson's crossing: killed; fell off car while train was in motion and broke his neck. Want of caution. Inquest held—Mr. Coffin, coroner, Springfield; verdict, "Met his death by his own carelessness."

September 1, 1874. W. Fitzpatrick, at road-crossing near Castalia: injured; was lying near track and struck by engine No. 11; engineer whistled for crossing, and Fitzpatrick arose and attempted to cross track. Can not say if injury proved fatal.

September 22, 1874. David Doyle, passenger, Plattsburgh: killed; jumped from train while in motion and struck against a man who was standing on platform, which caused Doyle to fall under train. Want of caution. Coroner notified, but he deemed it unnecessary to hold an inquest.

October 11, 1874. T. J. McEvoy, brakeman, near Huntsville: injured; had leg broken: train broke in two, rear part ran against forward part and threw McEvoy from top of car. Cause beyond his control.

December 8, 1874. John Kelley, brakeman, Kenton: killed while coupling cars. Want of caution. Inquest held—name of coroner and verdict unknown, but railroad company released from any blame.

April 15, 1875. Thomas White, tramp, Springfield: killed; attempting to jump on train while in motion, slipped and fell under wheels. Unable to say if inquest was held. City authorities took charge of the body. Railroad company released from blame.

May 8, 1875. James McQueen, colored, Tiffin: injured; had leg taken off attempting to get on freight train in motion; slipped and fell under car.

May 25, 1875. A little negro child named Arthur, near Kenton: instantly killed; was lying on track and struck by engine. Coroner was notified but no inquest held.

May 30, 1875. John C. Miller, tramp, Springfield: injured; had leg broken; jumped from freight train while in motion.

June 4, 1875. Thomas Larkins, locomotive engineer, near Sandusky: killed instantly, caused by engine No. 8 exploding the boiler. Coroner's inquest held, but verdict unknown. Railroad company released from blame.

Joseph Lees, Jr., fireman, killed by same accident.

RECAPITULATION.

Killed—Passengers—from misconduct or want of caution	2
Employés—from causes beyond their control	2
misconduct or want of caution	1
Others—trespassing, on track, etc.....	3
Total killed	2
Total killed	7
Injured—Employés—from causes beyond their control	1
Others—trespassing, on track, etc.....	3
Total injured.....	4

OFFICERS.

Directors—John S. Farlow	Boston, Mass.
Isaac D. Farnsworth	“
John Atkinson	“
N. W. Pierce	“
William Wilshire.....	Cincinnati, Ohio.
J. H. Thomas	Springfield, “
John G. Deshler.....	Columbus, “
George J. Anderson	Sandusky, “
J. D. Chamberlin.....	“ “
President, John S. Farlow.....	Boston, Mass.
Vice-President, William Wilshire	Cincinnati, Ohio.
General Manager, D. W. C. Brown.....	Sandusky, “
Auditor, L. H. Lewis.....	“ “
Treasurer and Secretary, J. L. Moore	“ “
Superintendent, Charles Howard	Springfield, “

Master of Trains, H. H. Bronson.....	Sandusky, Ohio.
Master Mechanic, J. R. Ames.....	“ “
Engineer, C. E. Woodbridge	Springfield, “
General Ticket Agent, H. M. Bronson	Sandusky, “
General Freight Agent, O. B. Lockwood	“ “

State of Ohio, County of Erie, ss :

D. W. C. Brown, General Manager of the Cincinnati, Sandusky and Cleveland Railroad Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1875.

[Signed]

D. W. C. BROWN, *General Manager.*

Subscribed and sworn to before me, this 26th day of October, A.D. 1875.

[SEAL.]

J. L. MOORE, *Notary Public.*

CINCINNATI AND SPRINGFIELD RAILWAY COMPANY.

[ROAD ALL IN OHIO—OPERATED UNDER LEASE BY THE C. C. C. AND I. R'y CO.]

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized.....	\$5,000,000 00	
Amount issued.....	1,100,000 00	
Par value of shares.....	\$50	
Total paid in—common.....		\$1,100,000 00
Average amount paid in per mile (48.80).....	\$22,540 99	
Stockholders, residents of Ohio, 14.		
Amount of stock held by them June 30, 1875.....	*724,600 00	
Location of transfer offices out of this State: None.		

DEBT.

First mortgage 7 per cent. bonds, due April 1, 1901.....	\$2,000,000 00	
Second mortgage 7 per cent. bonds, due January 1, 1902....	651,000 00	
Amount of funded debt.....		\$2,651,000 00
Increase since June 30, 1874.....	\$62,745 50	
Amount in hands of trustees of sinking fund for redemption.	None.	
Unfunded debt contracted for construction, equipment for real estate	None.	
Unfunded debt contracted for other purposes to lessee.....	\$738,586 18	
Amount of debt not secured by mortgage.....		738,586 18
Increase since June 30, 1874.....	\$127,293 50	
Cash, securities, debit balances, etc., available to payment:	None.	
Total debt liabilities.....	\$3,389,586 18	
Increase since June 30, 1874.....	190,039 00	
Average amount of debt per mile.....	69,458 73	
Total of paid-in stock and debt.....		\$4,489,586 18
Total average amount per mile.....	\$91,999 72	

COST OF ROAD, EQUIPMENT, Etc.

CONSTRUCTION OF ROAD.

Total expenditures for construction.....	\$3,100,000 00
Average cost per mile owned, not including sidings.....	\$63,524 59

* Of this amount \$538,250 is held by George H. Russell, trustee, in trust for the Cleveland, Columbus, Cincinnati and Indianapolis Railway Company.

EQUIPMENT.

Locomotives	16	
Passenger, express and baggage cars.....	21	
Freight, construction and other cars.....	310	
Total expended for equipment.....		\$651,000 00
Average amount per mile (\$0.50) of line.....	\$8,086 95	
Total for road and equipment.....		\$3,751,000 00
Total average amount per mile for 48.80 miles owned.	\$71,611 54	

CHARACTERISTICS, Etc.

LINE OWNED BY COMPANY—MILES.

Single main track, Lindlow Grove to Dayton.....	48.80
Aggregate of sidings and other tracks.....	10.21
Total length of rail, computed as single track.....	59.01
All in Ohio, and distributed as follows:	

County.	Main track.	Sidings, etc.	Total.
Hamilton.....	10.78	4.17	14.95
Butler.....	19.74	3.64	23.38
Warren	4.32	.63	4.95
Montgomery	13.96	1.77	15.73
Totals	48.80	10.21	59.01
Laid with steel rail.....	48.		48.

MAIN TRACK UNDER LEASE—EMBRACED IN THIS REPORT.

Of the Cincinnati and Baltimore Railway.....	6.60
Cincinnati and Indiana Railroad.....	1.10
Cincinnati, Sandusky and Cleveland Railroad—Dayton to Springfield....	24.
Total single track.....	31.70
Sidings and other tracks on Cincinnati, Sandusky and Cleveland Railroad.....	5.04
Total.....	36.74
Weight of rail per yard on main track, 57 lbs.; gauge of track, 57½ inches.	
Road all ballasted with gravel.	

BRIDGES.

Wood—Howe truss, 25; greatest age, 3 years; aggregate length, 2,941½ feet.

FENCING, ETC.

Miles built by and for company.....	\$0.50
required to inclose road (both sides).....	None
of telegraph owned by company.....	None.

ROLLING STOCK—OWNED BY COMPANY.

Locomotives, with tenders.....	16; average weight (in working order)....	102,000 lbs.
Express and baggage cars.....	6;	29,000 "
Passenger cars.....	15;	33,000 "
Freight cars.....	300;	16,000 "
Other cars.....	10;	18,000 "

RECEIPTS AND EXPENDITURES FOR THE YEAR ENDING JUNE 30.

By the terms of the lease between this company and the Cleveland, Columbus, Cincinnati and Indianapolis Railway Company, the lessee is to operate the road *forever*, and after the payment of all expenses, of whatever kind, to pay the balance, if any, to the lessor.

Under this arrangement, no return whatever has been made to the lessor, as the road has steadily fallen behind, and additional advances have been made by lessee to meet expenses.

RECEIPTS.

Sale of bonds of company (not previously issued).....	\$62,745 50	
Increase of floating debt (advances by lessee).....	127,293 50	
Lessee for rent of road—net earnings of line	192,529 03	
All other sources of income for the year: Nothing.		————— \$382,568 03

EXPENDITURES.

Interest on bonds.....	\$183,330 00	
General expenses of organization: Nothing.		
Lease of 24 miles C. S. and C. Railroad..... ^a	\$70,024 29	
track of Cincinnati and Baltimore Rail- way, and track of Cincinnati and In- diana Railroad.....	72,562 10	
	————— \$142,586 39	
Increase of construction account.....	49,604 51	
	————— \$375,520 90	

GENERAL BALANCE SHEET, JULY 1, 1875,

Taken after making all proper entries affecting or pertaining to the business and transactions of the company to date.

LIABILITIES.

Capital stock.....	\$1,100,000 00	
First mortgage bonds.....	2,000,000 00	
Second mortgage bonds.....	651,000 00	
Cleveland, Columbus, Cincinnati and Indianapolis Railway Company—advances.....	738,586 18	
	————— \$4,489,586 18	

ASSETS.

Railway and equipment.....	\$3,666,802 51	
Real estate (depot grounds).....	84,197 49	
Deficit—due lessee for operating line and payment of interest	738,586 18	
	————— \$4,489,586 18	

OFFICERS.

Directors—R. M. Shoemaker.....	Cincinnati, Ohio.
J. N. Kinney.....	“ “
Seth Evans.....	“ “
George Eustis.....	“ “
R. H. Shoemaker.....	“ “
J. H. Steiner.....	“ “
H. B. Hurlbut.....	Cleveland, Ohio.
J. H. Devereux.....	“ “
Augustus Schell.....	New York City.

^a Being 35 per cent. of gross earnings of that part of line.

President, R. M. Shoemaker.....	Cincinnati, Ohio.
Treasurer and Secretary, M. C. Shoemaker.....	“ “
Superintendent, R. H. Shoemaker.....	“ “

State of Ohio, Hamilton County, ss :

R. H. Shoemaker, Superintendent of the Cincinnati and Springfield Railway Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1875.

(Signed)

R. H. SHOEMAKER, *Superintendent.*

Subscribed and sworn to before me, this 7th day of September, A.D. 1875.

[SEAL.]

M. C. SHOEMAKER, *Notary Public.*

REPORT OF THE CLEVELAND, COLUMBUS, CINCINNATI AND INDIANAPOLIS RAILWAY COMPANY, LESSEE.

OPERATED UNDER LEASE—EMBRACED IN THIS REPORT.

Cincinnati and Springfield Railway, single main track.....	80.50
Sidings and other tracks	15.25
Total	95.75

CHARACTERISTICS, Etc.

STATIONS, ETC.

Passenger and freight.....	26
Water and fuel.....	6
Telegraph offices in stations.....	12

RAILROADS CROSSED AT GRADE.

Atlantic and Great Western—Dayton.

Cincinnati, Hamilton and Dayton—Dayton.

Do all trains on your road stop at these crossings? Yes.

Are flagmen stationed at each? Yes.

Are your time-tables arranged to secure running connections with roads named? No.

Number of highways crossed at grade	75
Miles of telegraph on line of road.....	80.50
Number of telegraph stations operated by company.....	12
Number operated jointly with telegraph company.....	10

ROLLING STOCK.

[Owned by Cincinnati and Springfield Railway Company, and leased with road.]

Locomotives, with tenders, 16; average weight (in working order) ...	102,000 pounds.
Express and baggage cars, 6; “	29,000 “
Passenger cars, 15; “	36,000 “
Freight cars, 300; “	16,000 “
Other cars, 10; “	18,000 “

Average number of cars (including baggage cars) in passenger trains: Six.

Average number of cars in freight trains: Twenty-five.

Kind of brake in use on passenger cars: Westinghouse air-brake.

Method of bridging between passenger cars, when two or more are run in trains: Miller coupler and platform.

Are all cars run on your road heated and lighted as prescribed by act passed May 4, 1869 (66 Ohio Laws, 94)? Yes.

State method of heating passenger, sleeping, parlor and drawing-room cars run on your road: Baker heater and safety stoves.

Means of lighting same: Candles.

Number of persons employed by company: About four hundred.

SPEED OF TRAINS—MILES PER HOUR.

Express passenger—highest rate allowed.....	35	Average, including stops.....	30
Mail and accommodation.....	27	“ “	22
Freight trains	15	“ “	10

RATES FOR TRANSPORTATION.

PASSENGERS.

Fare charged per mile:

	Highest.	Lowest.
For the shortest distance carried (1 to 7 miles).....	10 cents.	3 cents.
More than 8 and less than 30 miles.....	3 “	3 “
More than 30 miles and less than entire length of main road	3 “	3 “
Through passengers.....	3 “	0.75 “

Is there an addition to ticket rates if fare is paid on trains? No.

FREIGHT.

Rate charged per ton per mile:

	Highest.	Lowest.
For the shortest distance carried	5.50 cents.	3 cents.
More than 5 and less than 30 miles	5.50 “	3 “
More than 30 miles and less than entire length of main road.....	5.50 “	3 “
Through freight.....	1.50 “	0.60 “

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road? American and United States.

State terms: About double first-class rates.

What freight, transportation and other special lines run on your road? Merchants' Despatch, Great Western Despatch, White Line, and Empire Line.

State terms as to rates, use of track, machinery, repair of cars, etc., with each: White Line, coöperative, owned by the different railways in the line. The others, about 10 per cent, on the business done by each.

Name and post-office address of the principal agent or officer of each line in Ohio:

H. S. Julier, Superintendent American Express, Cleveland.

E. M. Mathews, Superintendent United States Express, Cleveland.

O. B. Skinner, General Manager Merchants' Despatch, Cleveland.

H. R. Duvall, General Manager Great Western Despatch, New York City.

George Darling, General Manager White Line, Buffalo, N. Y.

G. W. Ristine, Superintendent Empire Line, Cleveland.

DOINGS OF THE YEAR ENDING JUNE 30.

Rail laid—re-rolled iron.....	5.60 miles.
Fencing built—cost \$1.40 per rod	8 “

LOCOMOTIVE AND CAR MILEAGE.

Locomotives.

Hauling passenger trains	297,472	
freight trains.....	283,771	
construction and other trains	31,651	
		612,894

Cars.

Passenger	272,369	
Express and baggage	193,158	
Freight	3,258,900	
Caboose	104,652	
In construction and other trains.....	Not kept.	
Empty cars	Not kept.	
		3,829,079

AMOUNT PAID FOR LOSS, DAMAGES, ETC.

For loss and damage of goods and baggage.....	\$1,400 82
Injuries, fatal and non-fatal, to persons.....	344 00
Animals killed—2 horses, 24 cattle, 2 sheep, 6 hogs.....	656 75

FUEL CONSUMED.

Wood, 710 cords; cost, \$2.485.00. Coal, 17,240 tons; cost, \$35,968.00.

TRANSPORTATION.

Passengers.

Number carried—local	340,336	
through	46,409	
		386,745
Average number carried in each car per trip		31
Total mileage, or number carried one mile.....		11,205,389
Average number of miles traveled by each.....		28.97
Average amount received for each	\$0 70.44	
Average amount per mile received for each	02.431	

Freight.

Tons carried—local	96,826	
through	281,109	
		377,935
Average tons in each loaded car per trip.....		10
Total movement, or tons carried one mile.....		20,847,060
Average amount received for each ton	\$0 97.81	
Average amount per mile received for each ton	01.773	

TONNAGE CLASSIFIED.

	Tons.	Per cent.
Coal.....	82,923	21.9
Stone, lime, sand, etc.....	9,226	2.5
Petroleum	7,661	2.
Ores.....	88	....

August 15, 1874. M. Manley, Jr., brakeman, Dayton yard: fatally injured; caught between cars, coupling. Died from injuries. Inquest, Coroner Kung; no blame to company.

August 27, 1874. Man, unknown, Carthage: stepped in front of freight train and was instantly killed. Inquest, Coroner Maley; no blame to company.

September 17, 1874. ——— Riley, Cincinnati: stealing ride on top of coach; knocked off by bridge; badly hurt; sent to city infirmary.

September 30, 1874. G. Martin, switchman, Cincinnati yard: injured; caught foot in track, and was run over by locomotive; one foot cut off.

November 3, 1874. F. Zenter, city pauper, Cincinnati: stepped in front of freight train and was instantly killed. Inquest, Coroner Maley; no blame of company.

November 3, 1874. John Thompson, stranger, Cincinnati yard: killed; run over by switching engine; drunk. Inquest by Coroner Maley; no blame on company.

November 9, 1874. Ed. O'Donnell, boy, Cincinnati: stealing ride on freight train, struck by bridge and instantly killed. Inquest by Coroner Maley; no blame to company.

November 24, 1874. Geo. Hollender, laborer, Cincinnati: killed; walking on track, struck by passenger train. Inquest, Coroner Maley; no blame to company.

December 15, 1874. Thomas Foley, tramp, Dayton: supposed to have been struck by train or killed in attempting to get on train. No blame of company.

December 24, 1874. Abby Smith, pauper, Cincinnati: killed; walking on track and struck by passenger train. Inquest, Coroner Maley; no blame on company.

January 8, 1875. Ed. Brown, brakeman, injured coupling cars; thumb crushed.

February 18, 1875. Frank Davis, brakeman, injured coupling cars; thumb crushed.

May 7, 1875. F. Renner, laborer, Springfield: killed; walking on track drunk; was struck by switching yard engine. Inquest held, and no blame on company.

June 14, 1875. Dan. Donnelly, boy, Dayton: injured; stealing ride on freight train, had leg fractured in jumping off.

RECAPITULATION.

Killed—Employés—from misconduct or want of caution	3
Others—at stations and highway crossings.....	1
stealing rides	1
trespassing, on track, etc	5
	<hr/>
Total killed	7
	<hr/>
Total killed	10
Injured—Employés—from causes beyond their control	1
misconduct or want of caution	2
	<hr/>
Others—stealing rides	3
	<hr/>
Total	2
	<hr/>
Total	5

State of Ohio, County of Cuyahoga, ss :

H. B. Hurlbut, Vice-President of the Cleveland, Columbus, Cincinnati and Indianapolis Railway Company [lessee of the Cincinnati and Springfield Railway], being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1875.

[Signed]

H. B. HURLBUT, *Vice-President.*

Subscribed and sworn to before me, this 26th day of August, A.D., 1875.

[SEAL.]

W. E. THURBER, *Notary Public.*

CINCINNATI AND WHITEWATER VALLEY RAILROAD
COMPANY.

[ROAD UNDER LEASE TO WHITEWATER VALLEY RAILROAD COMPANY OF INDIANA.]

Line and effects of lessee placed in hands of receiver. No report has been made for the year ending June 30, 1875. The returns of stock, debt, etc., carried into tabulations are as given for 1874.—COM'R.

CLEVELAND, COLUMBUS, CINCINNATI AND INDIANAPOLIS RAILWAY COMPANY.

LINE OPERATED—MILES.

Cleveland to Columbus.....	138	
Delaware to Springfield.....	50	
Galion to Indianapolis	203.75	
	<hr/>	391.75
Double main track.....	18	
Aggregate of sidings and other tracks	100.25	
	<hr/>	118.25
Total length of track.....		<hr/> 510

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized.....	\$15,000,000 00
Amount issued	14,991,800 00
Par value of shares.....	\$100 00
Total paid in—common	\$14,991,800 00
Increase since June 30, 1874.....	\$107 25
Average amount paid in per mile (391.75)	38,268 79
Proportion for Ohio (307.75 miles).....	11,777,220 12
Stockholders, residents of Ohio, 214.	
Amount of stock held by them June 30, 1875	587,800 00

Location of transfer offices out of this State: New York City.

Number of shares transferred within the year at such agency: 65,759.

DEBT.

C., C. & C. R.R. mort. 7 per cent. bonds, due \$25,000 each year	\$229,000 00
C., C. & I. R'y first mort. 7 per cent. bonds, due June, 1914	2,500,000 00
C., C. & I. R'y first mort. 7 per cent. bonds, due May, 1899	3,000,000 00
B. & I. R'y first mort. 7 per cent. bonds, due January, 1899	441,000 00
	<hr/>
Amount of funded debt.....	\$6,170,000 00
Increase since June 30, 1874	\$2,506,000 00
Unfunded debt: None.	
Decrease since June 30, 1874	187,969 81
Total debt liabilities.....	6,170,000 00
Increase since June 30, 1874.....	2,318,030 19
Average amount of debt per mile	15,749 84
Proportion for Ohio	4,847,013 26
	<hr/>
Total of paid-in stock and debt	\$21,161,600 00
Total average amount per mile.....	\$54,018 63
Proportion for Ohio.....	16,624,233 38

COST OF ROAD, EQUIPMENT, Etc.

All kept in construction account.

Total for road and equipment	\$17,433,127 38
Total average amount per mile	\$44,500 64
Proportion for Ohio	13,695,071 96
Value of real estate owned, exclusive of roadway	100,000 00

CHARACTERISTICS, Etc.

LINE OWNED BY COMPANY—MILES.

	Length.	In Ohio.
Cleveland to Columbus	138.	138.
Delaware to Springfield	50.	50.
Galion to Indianapolis	203.75	119.75
Total single main track	391.75	307.75
Double main track	18.	18.
Aggregate of sidings and other tracks	100.25	72.45
Total length of rail, computed as single track	510.	398.20

Length in Ohio, distributed as follows:

County.	Main track.	Double track.	Sidings, etc.	Total.
Cuyahoga	15.88	13	26.96	55.84
Lorain	27.71	..	5.31	33.02
Huron	14.74	..	1.87	16.61
Richland	15.78	..	3.66	19.44
Crawford	9.34	5	6.91	21.25
Morrow	26.11	..	1.46	27.57
Delaware	32.16	..	5.68	37.84
Franklin	11.69	..	2.74	14.43
Union	17.87	..	1.51	19.38
Madison	12.	..	....	.12
Champaign	10.61	..	.84	11.45
Clarke	10.58	..	2.95	13.53
Marion	30.57	..	2.84	33.41
Hardin	9.17	..	1.11	10.28
Logan	29.55	..	3.54	33.09
Shelby	26.30	..	2.48	28.78
Darke	19.57	..	2.59	22.16
Totals	307.75	18	72.45	398.20
Laid with steel rail	154.70	15.50	....	170.40

Miles of steel rail—entire line, 215.69.

Weight of rail per yard on main track, 60 lbs. Gauge of track, 57½ inches.

Road in Ohio all ballasted with gravel.

BRIDGES IN OHIO.

Wood, 18; greatest age, 14 years; aggregate length	1,708 feet.
Iron, 6; " 26 " "	671 "
Stone, 1; " " " "	909 "
	3,288 feet.

Built within the year ending June 30, 1875 (included in the above, as follows):

Miami River, De Graff, post diagonal truss, iron, 55 feet.

Vermillion River, 2 arches, 30 foot span each, stone, 85 feet.

FENCING IN OHIO.

Miles (single) built by company: All fenced.

built within the year ending June 30, 1875 (cost per rod, \$1.40): 58.

STATIONS, ETC.

Passenger and freight—entire line.....	79; in Ohio	59
Water and fuel, “	30; “	22
Telegraph offices in stations “	44; “	34

RAILROADS CROSSED AT GRADE IN OHIO.

Cleveland, Tuscarawas Valley and Wheeling—Grafton.

Lake Erie Division Baltimore and Ohio—Shelby.

Mansfield, Coldwater and Lake Michigan—Vernon.

Pittsburgh, Fort Wayne and Chicago—Crestline.

Atlantic and Great Western, on Indianapolis and Columbus Divisions—Galion.

Atlantic and Great Western—Marion.

Cincinnati, Sandusky and Cleveland—Springfield.

“ “ “ Bellefontaine.

Pittsburgh, Cincinnati and St. Louis—Columbus.

Columbus, Chicago and Indiana Central Division Pittsburgh, Cincinnati and St. Louis—Milford Centre.

Do all trains on your road stop at these crossings? Yes.

Are flagmen stationed at each? Yes.

Are your time-tables arranged to secure running connections with roads named? In part only.

Number of highways crossed at grade in Ohio, 278.

Miles of telegraph on line of road, 391.75; in Ohio, 307.75.

Miles of telegraph owned by company: None.

Number of telegraph stations operated by company, 40; in Ohio, 31.

Number operated jointly with telegraph company, 34; in Ohio, 29.

ROLLING STOCK.

Locomotives, with tender	132; average weight, in working order	102,000 lbs.
Express and baggage cars.....	16; “	20,000 “
Passenger cars.....	42; “	36,000 “
Drawing-room and sleeping cars.	11; “	42,000 “
Freight cars.....	3,302; “	16,000 “
Other cars.....	72; “	21,000 “
Average number of cars, including baggage cars, in passenger trains.....		8
Average number of cars in freight trains		35

Kind of brake in use on passenger cars: Westinghouse air-brake.

Method of bridging between passenger cars, when two or more are run in trains: Miller platform and coupling.

Are all cars on your road heated and lighted as prescribed by act passed May 4, 1869 (66 Ohio Laws, 94)? Yes.

State method of heating passenger, sleeping, parlor and drawing-room cars run on your road: Baker heater and safety stove.

Means of lighting same: Candles.

Number of persons employed by company, about 3,200; proportion for Ohio, about 2,600.

SPEED OF TRAIN—MILES PER HOUR.

Express passenger—highest rate allowed....	35	Average, including stops.....	30
Mail and accommodation.....	27	“ “	22
Freight trains	15	“ “	10

RATES FOR TRANSPORTATION.

PASSENGERS.

Fare charged per mile:

	Highest.	Lowest.
For the shortest distance carried (1 to 7 miles).....	10 cents.	3. cents.
more than 8 and less than 30 miles.....	3 “	3. “
more than 30 miles and less than entire length of main road		
in Ohio.....	3 “	3. “
through passengers	3 “	0.75 “

Is there an addition to ticket rates if fare is paid on trains? No.

Amount charged in addition to regular fares in sleeping or other cars run on your road:

For seat, \$1; berth, \$2; section, \$4; state-room, \$4.

FREIGHT.

Rate charged per ton per mile:

	Highest.	Lowest.
For the shortest distance carried	5.50 cents.	3. cents.
more than 5 and less than 30 miles	5.50 “	3. “
more than 30 miles and less than entire length of main road		
in Ohio	5.50 “	3. “
through freight	1.50 “	0.60 “

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road?

American and United States.

State terms.

About double first-class rates.

What freight, transportation, and other special lines run on your road?

Merchants' Despatch, Great Western Despatch, White Line, and Empire Line.

State terms as to rates, use of track, machinery, repair of cars, etc., with each.

White line, coöperative, owned by the different railways in the line; the others about 10 per cent. on the business done by each.

Name and post-office address of the principal agent or officer of each line:

General Manager Merchants' Despatch, O. B. Skinner, Cleveland, Ohio.

“ Great Western Despatch, H. R. Duvall, New York City.

“ White Line, George Darling, Buffalo, N. Y.

“ Empire Line, F. J. Firth, Philadelphia, Pa.

DOINGS OF THE YEAR ENDING JUNE 30.

RAIL LAID—MILES.

Rerolled iron.....(in Ohio, 19).....	19
Spliced and mended iron(" 24.17).....	27.85
Steel—weight 60 pounds per yard....(" 37.32).....	47.86
	<hr/> 94.71

LOCOMOTIVE AND CAR MILEAGE.

Locomotives.

Hauling passenger trains	852,447
freight trains.....	3,083,794
construction and other trains.....	150,244
	<hr/> 4,086,485

Cars.

Passenger	2,101,263
Express and baggage	1,067,08
Freight	26,905,111
Caboose.....	1,058,622
In construction and other trains.....	Not kept.
Empty cars	"
	<hr/> 31,132,704

AMOUNT PAID FOR LOSS, DAMAGES, ETC.

For loss and damage of goods and baggage.....	\$13,601 78
For injuries in Ohio, fatal and non-fatal:	
To passengers, employés, and others.....	\$18,573 50
For animals killed in Ohio—	
32 horses	\$1,908 50
3 mules	220 00
120 cattle	2,133 84
123 sheep	248 60
31 hogs	119 50
	<hr/> \$4,635 44
Amount claimed, unsettled, and in litigation for injuries in Ohio to persons: Not answered.	

FUEL CONSUMED.

Wood, 24,600 cords; cost, \$67,650.00. Coal, 75,706 tons; cost, \$176,647.00.

TRANSPORTATION.

Passengers.

Number carried—local	605,711
through.....	66,230
	<hr/> 671,941
Average number carried in each car per trip.....	27
Total mileage, or number carried one mile	20,028,278
Average number of miles traveled by each	43.30
Average amount received for each	\$1 17.60
Average amount <i>per mile</i> received for each	2.715

Freight.

Tons carried—local	560,813
through.....	963,300
	<hr/> 1,530,413

AMOUNTS PER MILE (391.75) OPERATED.

Earnings.....	\$10,095 96	Proportion for Ohio (307.75 miles)	\$3,107,031 69
Operating expenses	7,911 62	"	2,434,801 06
Net earnings	2,184 34	"	672,230 63

OTHER RECEIPTS AND PAYMENTS WITHIN THE YEAR.

RECEIPTS OTHER THAN EARNINGS.

Sale of bonds of Company (not previously issued)	\$2,533,000 00
--	----------------

PAYMENTS OTHER THAN OPERATING EXPENSES.

Interest on bonds.....	\$332,829 57
Discount in sale of bonds.....	150,000 00
Interest on floating debt	19,428 67
Dividends, rate $3\frac{1}{2}$ per cent	524,664 00
(Date of last dividend declared, February 1, 1875.)	
Bonds of the Company canceled	30,000 00
Floating debt liquidated.....	187,969 81
Construction of new work, additional equipment and real estate, all kept in construction account.....	235,881 00
	<hr/>
	\$1,450,773 05

GENERAL BALANCE SHEET, JULY 1, 1875,

Taken after making all proper entries affecting or pertaining to the business and transactions of the line and company to date :

LIABILITIES.

Capital stock	\$15,000,000 00
Less owned by this company.....	8,200 00
	<hr/>
	\$14,991,800 00
Cleveland, Columbus and Cincinnati Railroad, first mortgage bonds.....	229,000 00
Indianapolis, Pittsburgh and Cleveland Railroad, second mortgage bonds	1,000 00
Bellefontaine and Indiana Railway, first mortgage bonds..	441,000 00
Cleveland, Columbus, Cincinnati and Indianapolis Railway, 1st consolidated mortgage bonds	2,500,000 00
Cleveland, Columbus, Cincinnati and Indianapolis Railway, first mortgage sinking fund bonds.....	3,000,000 00
New York dividends unpaid.....	9,129 28
Bills payable.....	250,000 00
Bills audited	316,427 74
Surplus	364,911 37
	<hr/>
	\$22,103,278 39

ASSETS.

Construction	\$17,433,127 38
Materials on hand	428,713 26
Cash in hands of treasurer.....	606,909 60
Due from railroad companies, agents, etc	956,074 76
Indianapolis and St. Louis Railroad stock and bonds.....	1,050,743 40

Cincinnati and Springfield Railway bonds	\$526,000 00	
“ “ advances	738,586 18	
Dayton and Union, stock and bonds	129,235 77	
Columbus Union Depot Co. bonds	159,498 75	
Ohio and Mississippi Railway, first mortgage bonds	1,000 00	
Scioto and Hocking Valley Railway bonds	2,000 00	
Merchants' Despatch Transportation Co. stock	25,000 00	
Real estate	46,384 29	
		<hr/> \$22,103,278 39

CASUALTIES TO PERSONS IN OHIO.

Statement for the year ending June 30 of all accidents resulting in injuries to persons, giving extent and cause thereof:

COLUMBUS DIVISION.

July 3, 1874. J. F. Sweeny, stranger, Cleveland yard: attempted to get on switching train in motion; badly injured, not fatal. His own fault.

July 6, 1874. Christina Carroll, girl 2 years old, Cleveland: killed; ran in front of passenger train in motion. Verdict, coroner Miller; company not blamed.

July 20, 1874. Charles Byron, boy, Wellington: stealing ride; jumped from freight train in motion; foot run over. His own fault.

September 1, 1874. G. H. Halsey, freight conductor, Wellington: killed in climbing out of caboose by rear end; collision of freight trains, caused by dense fog. No inquest.

September 30, 1874. H. Balsett, stranger, Cleveland yard: lost one arm; stepped in front of switching engine. His own fault.

October 4, 1874. J. J. Woods, brakeman of Pittsburgh, Fort Wayne and Chicago Railway, Crestline: killed, attempting to get on moving train on Cleveland, Columbus, Cincinnati and Indianapolis Railway. Inquest. No blame to company.

October 6, 1874. J. Sharpe, brakeman, Cleveland: injured; caught between freight cars switching; not fatal. His own fault.

October 28, 1874. John Lidden, brakeman on wood train, Columbia Station: killed; fell between cars and run over. His own fault.

October 24, 1874. Mary Cafferty, child, Cleveland: playing on track; foot run over by yard locomotive.

November 15, 1874. William Decker, stranger, Galion: injured; walking on track in yard, and struck by locomotive; arm cut off. His own fault.

December 1, 1874. Ann Callaly, stranger, Grafton: killed; asleep on track, and struck by train. Inquest. No blame to company.

December 5, 1874. William Hutchins, Jr., locomotive engineer: killed by explosion of locomotive at Delaware. No inquest.

December 5, 1874. William Hutchins, Sr., fireman: killed by same explosion. No inquest.

December 30, 1874. D. Adams, conductor of freight train: three fingers cut off, coupling cars.

January 13, 1875. Jerry Touley, yard conductor, Cleveland: two fingers cut off, coupling cars.

February 12, 1875. M. Peterson, yard brakeman, Galion: caught between cars, coupling; not fatal.

April 4, 1875. M. Murray, brakeman on wood train, New London: foot cut off attempting to get on moving train. His own fault.

April 8, 1875. J. M. Coffinberry, omnibus line passenger, Cleveland: injured; back driven in front of moving cars; run over and had one foot cut off. Carelessness of back driver.

April 8, 1875. Mrs. J. M. Coffinberry: injured by same accident; shoulder dislocated.

May 9, 1875. J. Duncan, stranger, Shelby: injured; walking on side track, stepped in front of moving train; one foot cut off.

May 15, 1875. George Conrad, yard brakeman: injured; fell from top of train; one leg broken.

May 22, 1875. George Green, stranger, Cleveland yard: injured fatally; stepped in front of moving train, run over; died from wounds. No blame to company.

May 31, 1875. John McCabe, stranger, Cleveland: injured; jumping on moving passenger train, fell under; one foot cut off.

June 14, 1875. Thomas McGraw, stranger, Shelby: found dead near track. Inquest, supposed to have been struck by passing train.

June 15, 1875. J. P. Munfield, stranger, New London Station: killed; struck by freight train while walking on track; supposed to have been drunk.

CINCINNATI DIVISION—DELAWARE TO SPRINGFIELD.

August 23, 1874. Tom. Vachey, tramp, stealing ride on freight train out of Delaware: injured; fell off, breaking both arms and nose.

June 13, 1875. E. Andrews, stranger, Ostrander: found dead near track; supposed to have been struck by train in night. Inquest. No blame to company.

INDIANAPOLIS DIVISION—GALION TO UNION.

July 28, 1874. John Dickson, passenger on freight train, DeGraff: injured; jumped off train in motion, bruising one leg slightly.

August 18, 1874. J. H. Plizer, stranger, Marion: killed attempting to get on freight train in motion. Inquest. No blame to company.

September 6, 1874. James Littlejohn, stranger, Sidney: killed; stealing ride on freight train; fell between cars. Inquest. No blame to company.

October 3, 1874. John Hancy, brakeman: two fingers cut off, coupling cars.

October 5, 1874. J. E. Keogh, brakeman: injured; walked off end of freight train in motion; flesh wounds in both legs.

October 28, 1874. A. Jordan, brakeman: shoulder dislocated by falling off train.

November 19, 1874. John Sweat, boy, Union: injured; boarding freight train, struck by switch stand; foot cut off. No blame to company.

January 5, 1875. M. Moore, brakeman: flesh wound in one arm, coupling cars.

January 12, 1875. Frank Batch, Spafford Station: killed instantly by falling from freight train in motion. Inquest. No blame to company.

January 19, 1875. Perry McBeth, brakeman, Ansania: killed; caught between cars switching. Inquest. No blame to company.

February 23, 1875. Joseph Webb, Versailles: killed; lying on track and run over by train; supposed drunk. No blame to company.

March 23, 1875. A. Brettman, brakeman, Marion: injured; caught between cars, coupling, bruising one hand and thigh.

June 6, 1875. B. Bodine, brakeman, Union, Ohio: slightly injured by falling from top of train.

June 12, 1875. L. Snyder, brakeman, Marion: attempting to get on pilot of locomotive in motion, slipped, injuring one foot badly.

RECAPITULATION.

Killed—Passengers	None.	
Employés—from causes beyond their control	3	
misconduct or want of caution	2	
	<u>4</u>	5
Others—at stations and highway crossings	4	
stealing rides	1	
trespassing, on track, etc.	5	
	<u>10</u>	
Total killed		15
Injured—Passengers—from misconduct or want of caution	2	
Employés—from misconduct or want of caution	13	
	<u>15</u>	
Others—at stations and highway crossings	3	
stealing rides	3	
trespassing, on track, etc.	5	
	<u>11</u>	
Total injured		26

OFFICERS.

Directors—J. H. Devereux	Cleveland, Ohio.
H. B. Hurlbut	“ “
S. Burke	“ “
James Barnett	“ “
L. M. Hubby	“ “
T. P. Handy	“ “
Amos Townsend	“ “
B. S. Brown	Columbus. “
R. M. Shoemaker	Cincinnati, “
H. J. Jewett	New York City.
Hermann R. Baltzer	“ “
F. L. Leland	“ “
Walter Ferguson	“ “
President, J. H. Devereux	Cleveland, Ohio.
Vice-President, H. B. Hurlbut	“ “
General Solicitor, S. Burke	“ “
Auditor, A. Ely	“ “
Treasurer and Secretary, Geo. H. Russell	“ “
General Superintendent, E. S. Flint	“ “
Master Mechanic, L. S. Young	“ “
Chief Engineer, Frank Ford	“ “
General Ticket Agent, S. F. Pierson	“ “
General Freight Agent, Lucien Hills	“ “

State of Ohio, County of Cuyahoga, ss.:

H. B. Hurlbut, Vice-President of the Cleveland, Columbus, Cincinnati and Indianapolis Railway Company, being duly sworn, deposes and says that having carefully examined

the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1875.

(Signed)

H. B. HURLBUT, *Vice-President.*

Subscribed and sworn to before me, this 25th day of August, A.D. 1875.

[SEAL.]

W. E. THURBER, *Notary Public.*

CLEVELAND AND MAHONING VALLEY RAILWAY COMPANY.

[ROAD ALL IN OHIO—OPERATED BY A. AND G. W. R. R. CO.]

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized.....	\$2,759,200 00
Amount issued.....	2,759,200 00
Par value of shares.....	\$50
Total paid in—common.....	\$2,759,200 00
Average amount paid in per mile (123.35).....	\$22,368 87
Stockholders, residents of Ohio, 8.	
Amount of stock held by them June 30, 1875.....	700 00

DEBT.

First mortgage 7 per cent. bonds, due August 1, 1893.....	740,500 00
Second “ 7 “ “ September 15, 1864..	100 00
Third “ 7 “ “ September 15, 1876..	654,500 00
Hubbard Br. 7 “ “ July 15, 1873.....	72,500 00
N. and N. L. Ry 7 “ “ January 1, 1890.....	500,000 00
Amount of funded debt.....	\$1,967,600
Amount in hands of trustees of sinking fund for redemption	\$303,600 00
Average amount of debt per mile.....	15,951 36
Total of paid-in stock and debt.....	\$4,726,800 00
Total average amount per mile.....	\$38,320 23

COST OF ROAD, EQUIPMENT, ETC.

CONSTRUCTION OF ROAD.

Cleveland and Mahoning Railroad.....	\$3,147,984 24
Niles and New Lisbon Railway.....	1,043,433 62
Liberty and Vienna Railroad.....	200,000 00
Total expenditures for construction.....	\$4,391,417 86
Average cost per mile, not including sidings.....	\$35,601 22

EQUIPMENT.

Derived from Niles and New Lisbon Railway Company.....	\$135,359 17
Average amount per mile of line.....	\$1,047 36
Total for road and equipment.....	\$4,526,777 03
Total average amount per mile.....	\$31,698 58
Value of real estate owned, exclusive of roadway.....	22,167 91

CHARACTERISTICS, Etc.

LINE OWNED BY COMPANY—MILES.

Cleveland to Youngstown.....	67
Youngstown to State line.....	13
Niles to New Lisbon.....	35.60
Vienna Junction to Vienna.....	7.75
Total single main track.....	123.350
Main track, constructed double gauge.....	47.519
constructed with 3 rails, 1.316 miles; equivalent to .....	.658
Single track sidings, etc	31.456
Sidings, etc., constructed double gauge.....	14.839
	<u>94.472</u>
Total length of rail, computed as single track.....	217.822
All in Ohio, distributed as follows:	

County.	Main track.	Branches.	Sidings, etc.	Double Gauge.		Total.
				Main line.	Sidings.	
Cuyahoga.....	19.835	.....	15.143	*19.177	9.570	63.725
Geauga	1.793	.....	.....	1.793	.....	3.586
Portage	22.011	.....	2.846	22.011	2.846	49.714
Trumbull	19.043	20.735	8.408	5.196	2.423	55.805
Mahoning.....	4.318	20.351	4.539	.....	.....	29.208
Columbiana .....	.....	15.264	.520	.....	.....	15.784
Totals.....	67.	56.350	31.456	48.177	14.839	217.822

RECEIPTS AND EXPENDITURES FOR YEAR ENDING JUNE 30.

RECEIPTS.

Lessee, for rent of road.....	\$305,948 88
All other sources of income for the year.....	86 69
	<u>\$306,035 57</u>

EXPENDITURES.

Interest on bonds.....	\$86,831 45
Dividends, rate 6 per cent. on stock.....	167,628 32
Date of last dividend declared, May 10, 1875.	
Taxes	328 84
General expenses of organization.....	5,708 17
Right of way.....	1,921 40
Legal expenses	3,268 50
Annuity	60 00
Additional real estate.....	102 00
	<u>\$265,848 68</u>

* Includes the .658 miles equivalent of extra rail in 3-rail track.

GENERAL BALANCE SHEET, JULY 1, 1875,

Taken after making all proper entries affecting or pertaining to the business and transactions of the company to date.

LIABILITIES.

Capital stock.....	\$2,759,200 00	
Stock scrip.....	591 43	
Funded debt.....	1,967,600 00	
Unpaid coupons.....	2,270 15	
Unpaid dividends.....	282 25	
Real estate claims.....	10,000 00	
Profit and loss.....	666,201 58	
		\$5,406,145 41

ASSETS.

Construction.....	\$4,526,777 03	
Canal contract.....	128,461 00	
Sinking fund.....	303,600 00	
Real estate.....	22,167 91	
Personal accounts.....	600 00	
Unsettled claims.....	13,127 55	
Atlantic and Great Western Railroad Company.....	296,025 64	
J. H. Devereux, receiver.....	60,291 97	
Swinburne and Blake, trustees.....	5,863 46	
Bonds extended.....	4,000 00	
Cash.....	45,230 85	
		\$5,406,145 41

OFFICERS.

Directors—Henry E. Parsons.....	Ashtabula, Ohio.
Renben Hitchcock.....	Painesville, "
Stevenson Burke.....	Cleveland, "
J. H. Devereux.....	" "
John Tod.....	" "
A. K. Spencer.....	" "
Charles Pease.....	" "
Samuel L. M. Barlow.....	New York City
W. P. Ewing.....	" "
President, Henry E. Parsons.....	Ashtabula, Ohio
Vice-President, J. H. Devereux.....	Cleveland, "
Treasurer, A. K. Spencer.....	" "
Secretary, Charles Pease.....	" "

State of Ohio, County of Cuyahoga, ss.:

Charles Pease, Secretary of the Cleveland and Mahoning Valley Railway Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1875.

[Signed]

CHARLES PEASE, *Secretary.*

Subscribed and sworn to before me, this 19th day of August, A.D. 1875.

[SEAL.]

J. C. HUTCHINS, *Notary Public.*

CLEVELAND, MT. VERNON AND DELAWARE RAILROAD COMPANY.

[ROAD ALL IN OHIO.]

LINE OPERATED—MILES.

Hudson to Columbus.....	141.40	
Clinton to Massillon.....	12.23	
	<u>156.63</u>	
Aggregate of sidings and other tracks	17.07	
	<u>173.70</u>	
Total length of track		173.70

PROPOSED LINE OF DRESDEN BRANCH.

From Killbuck Station via Warsaw, Coshocton county, to Dresden.....	33 miles.
Length graded not laid with rail (about three-fourths graded).....	17 "

On what portion of line? From 3.62 miles south of Killbuck Station, Holmes county, to a point 3.60 miles south of Warsaw. Some work on tunnel south of Warsaw

CONSTRUCTION ACCOUNT.

All expenditures for construction, etc., up to June 30, 1875, inclusive :

Right of way.....	\$14,042 20	
Civil engineering.....	4,276 85	
Grading and masonry.....	116,344 46	
Bridges	21,025 89	
Superstructure	8,811 12	
Timber and ties.....	3,843 96	
Iron rails, chairs, and spikes	51,954 81	
Contingent expenses.....	158 93	
	<u>\$220,455 22</u>	

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized.....	\$5,500,000 00	
Increase since June 30, 1874 (certificate filed Jan. 22, 1875).....	1,500,000 00	
Amount subscribed.....	1,825,900 00	
Amount issued	1,699,300 00	
Par value of shares	\$50 00	
Amount paid in—common	1,306,055 70	
preferred.....	451,450 00	
	<u>\$1,757,505 70</u>	
Total paid in.....		\$1,757,505 70
Increase since June 30, 1874.....	\$31,190 56	
Average amount paid in per mile (147.66).....	11,902 38	
Stockholders residents of Ohio, 563		
Amount of stock held by them June 30, 1875.....	145,000 00	

Location of transfer agency out of this State: 27 Pine street, New York.

Number of shares transferred within the year at such agency: None.

DEBT.

First mortgage 7 per cent. bonds, due January, 1900.....	\$1,350,000 00	
First mortgage 7 per cent. bonds (Columbus extension), due January, 1902	950,000 00	
Second mortgage, income, 7 per cent. bonds, due Jan., 1905..	669,000 00	
First mortgage 7 per cent. bonds, Cass & Marvin	8,000 00	
First mortgage 7 per cent. coupons funded to July, 1877....	160,840 75	
Amount of funded debt.....		\$3,137,840 75
Increase since June 30, 1874.....	\$28,840 75	
Amount in hands of trustees of sinking fund for redemp- tion of Cass & Marvin bonds.....	8,984 06	
Unfunded debt contracted for construction, equipment, or real estate.....	10,008 24	
Current credit balances, etc.....	100,394 46	
		110,402 70
Amount of debt not secured by mortgage.....	\$60,639 70	
Decrease since June 30, 1874	639,305 97	
Cash, securities, debit balances, etc., available to payment..	62,844 18	
Total debt liabilities.....	3,248,243 45	
Increase since June 30, 1874.....	189,534 78	
Average amount of debt per mile.....	21,998 13	
Total of paid-in stock and debt		\$5,005,749 15
Total average amount per mile.....	\$33,900 51	

COST OF ROAD, EQUIPMENT, Etc.

CONSTRUCTION OF ROAD.

Right of way and fencing.....	\$167,363 11	
Grading, masonry, and bridging.....	1,426,563 03	
Superstructure, including rails.....	1,780,684 79	
Stations, engine and car houses, machine shops, etc.....	253,668 22	
Telegraph.....	5,801 06	
Interest and discount paid during construction	261,767 18	
Engineering, salaries, and other expenses paid during same period	44,448 96	
Total expenditures for construction		\$3,940,296 35
Average cost per mile, not including sidings	26,684 93	

EQUIPMENT.

Locomotives, 16 ^a	\$176,500 00	
Passenger, express, and baggage cars, 23 ^a	89,500 00	
Freight, construction, and other cars, 598.....	394,250 00	
Machinery, hand-cars, tools, etc	26,700 00	
Total expended for equipment.....		\$686,950 00
Average amount per mile (156.63) operated.....	\$4,385 81	
Total for road and equipment.....		\$4,627,246 35
Total average amount per mile.....	\$31,070 74	
Value of real estate owned, exclusive of roadway (estimated)	75,000 00	

^a Two engines and two baggage cars worthless and out of service.

CHARACTERISTICS, Etc.

LINE OWNED BY COMPANY—MILES.

Hudson to Columbus.....	144.04
Killbuck Junction to Killbuck Bridge No. 1	3.62
Total single main track.....	147.66
Aggregate of sidings, etc.....	15.
Total length of rail, computed as single track.....	162.66
All in Ohio, and distributed as follows:	

County.	Main track..	Branches.	Sidings, etc.	Total.
Summit	27.41	.....	4.70	32.11
Wayne	24.59	.....	1.84	26.43
Holmes.....	28.84	3.62	2.02	34.48
Knox.....	35.92	.....	5.01	40.93
Licking.....	.25	.....	.....	.25
Delaware.....	14.73	.....	.72	15.45
Franklin	12.30	.....	.71	13.01
Totals.....	144.04	3.62	15.	162.66

UNDER LEASE—EMBRACED IN THIS REPORT.

Massillon and Cleveland Railroad.....	12.23 miles.
Track of Central Ohio Railroad at Columbus.....	.36 "
Total single track	12.59 miles.
Sidings and other tracks	2.07 "
Total.....	14.66 "

Weight of rail per yard on main track, 56 and 58 pounds; gauge of track, 58 inches.

Miles of road ballasted, 110; half ballasted with gravel.

Miles ballasted since June 30, 1874, 10, with gravel.

BRIDGES AND TRETTLES.

Wood bridges, 31; greatest age, 4 years; aggregate length	2,706 feet.
Iron " 1; age, 3 years; length	313 "
Stone, " 1: "	140 "
	3,159 feet.
Trestles, 12; greatest age, 6 years; aggregate length	10,000 "

FENCING.

Miles (single) built by company, and included in right of way (total cost, \$200,000)...	225
Built within the year ending June 30, 1875 (cost per rod, \$1.50)	15
Required to inclose road (both sides)	65

State reasons why not completed: Have not the means.

STATIONS, ETC.

Passenger and freight	26
Water and fuel.....	16
Telegraph offices in stations.....	20

RAILROADS CROSSED AT GRADE.

Atlantic and Great Western—Akron.

Cleveland, Tuscarawas Valley and Wheeling—Warwick.

Pittsburgh, Ft. Wayne and Chicago—Orrville.

Lake Erie Division Baltimore and Ohio—Mt. Vernon.

Do all trains on your road stop at these crossings? Yes.

Are flagmen stationed at each? Yes.

Are your time-tables arranged to secure connections with roads named? No.

Number of highways crossed at grade, 153.

Miles of telegraph on line of road, 145.

Miles of telegraph owned by company	None.
Number of telegraph stations operated by company	4
Number operated jointly with telegraph company	16

ROLLING STOCK.

Locomotives, with tenders....	20; average weight, in working order....	102,000 lbs.
Express and baggage cars	9; "	24,000 lbs.
Passenger cars	12; "	30,000 lbs.
Freight cars	508; "	18,000 lbs.
Caboose cars.....	10; "	23,000 lbs.

NOT OWNED BY COMPANY—(INCLUDED ABOVE).

Locomotives and tenders, 6. Owned by Pennsylvania Company.

State term of service: Ten per cent. per annum of actual cost.

Average number of cars (including baggage cars) in passenger trains 4 |

Average number of cars in freight trains..... 16 |

Kind of brake in use on passenger cars: Westinghouse air-brake, in part—part hand.

Method of bridging between passenger cars, when two or more are run in trains: Portable platform.

Are all cars run on your road loaded and lighted as prescribed by act passed May 4, 1869 (66 Ohio Laws, 94)? As near as practicable.

State method of heating passenger cars run on your road: Safety stove.

Means of lighting same: Candles.

Number of persons employed by Company, 418.

SPEED OF TRAINS—MILES PER HOUR.

Express Passenger—highest rate allowed.....	30; average, including stops....	25
Mail and accommodation— "	30; " "	25
Freight trains— "	15; " "	12

RATES FOR TRANSPORTATION.

PASSENGERS.

Fare charged per mile:

	Highest.	Lowest.
For the shortest distance carried (two miles)	5 cents.	5 cents.
More than 2 and less than 30 miles.....	3 "	3 "
More than 30 miles and less than entire length of main road.....	3 "	3 "
Through passengers	3 "	1.50 "

Is there an addition to ticket rates if fare is paid on trains? No.

Amount charged in addition to regular fares in sleeping or other cars run on your road: None run.

FREIGHT.

Rate charged per ton per mile:

	Highest.	Lowest.
For the shortest distance carried (one mile)	40 cents.	30 cents.
More than 5 and less than 30 miles	23.66 "	4.50 "
More than 30 miles and less than entire length of main road ..	5 "	2.50 "
Through freight	4.90 "	0.90 "

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road? Union Express.

State terms: Forty dollars a day.

What freight, transportation and other special lines run on your road? None.

DOINGS OF THE YEAR ENDING JUNE 30.

New iron rail laid, weight, 56 pounds per yard 2.30 miles.

LOCOMOTIVE AND CAR MILEAGE.

Locomotives.

Hauling passenger trains	180,158	
freight trains	215,925	
construction and other trains.....	21,500	
	<hr/>	419,683

Cars.

Passenger	349,761	
Express and baggage	342,109	
Freight	876,909	
Caboose	171,672	
Construction and other trains.....	48,700	
Empty cars	1,116,066	
	<hr/>	2,905,217

AMOUNT PAID FOR LOSS, DAMAGES, ETC.

For loss and damage of goods and baggage		\$448.30
For injuries—fatal and non-fatal:		
to others.....		\$20.00
For animals killed—4 cattle.....	\$16.66	
9 sheep.....	18.00	
2 hogs.....	7.00	
	<hr/>	\$71.66

Amount claimed, unsettled, and in litigation for injuries to persons, \$25,000.00.

FUEL CONSUMED.

Wood, 1,131 cords: cost, \$1,583.40. Coal, 10,108 tons: cost, \$20,215.70.

TRANSPORTATION.

Passengers.

Number carried—local.....	260,549	
through.....	1,261	
	<hr/>	261,810

Average number carried in each car per trip	25
Total mileage, or number carried one mile.....	4,779,337
Average number of miles traveled by each	18,255
Average amount received for each.....	55.50
Average amount per mile received for each	03.04

Freight.

Tons carried—local.....	229,415	
through.....	5,962	
		235,377
Average tons in each loaded car per trip.....		7
Total movement, or tons carried one mile.....		10,242,269
Average amount received for each ton		\$1 07.83
Average amount per mile received for each.....		02.478

TONNAGE CLASSIFIED.

	Tons.	Per cent.
Coal	102,032	43.34
Stone, lime, sand, etc.....	10,946	4.65
Petroleum	1,629	.69
Ores	163	.07
Pig and bloom iron.....	9,874	4.19
Railroad iron (iron and steel rails)	219	.09
Other iron and castings.....	6,518	2.81
Lumber and other forest products.....	17,995	7.64
Live stock	11,272	4.79
Grain	11,951	5.08
Other agricultural products.....	1,245	.52
Flour	2,909	1.23
Provisions (beef, pork, lard, etc.)	3,924	1.29
Manufactures, including agricultural implements	30,348	12.89
Merchandise.....	19,824	8.42
Miscellaneous	5,428	2.30
Total tonnage yielding revenue	235,377	100.
Supplies for company's use	1,775	

EARNINGS, OPERATING EXPENSES, Etc., FOR YEAR ENDING JUNE 30.

EARNINGS.

Passenger transportation—local.....	\$141,195 62	
through.....	4,123 47	
		\$145,319 9
Freight transportation—local.....	\$240,856 44	
through.....	12,950 41	
		\$253,806 85
Mail service.....		17,561 40
Express service.....		12,520 00
All other sources of income, including rents, etc		2,835 56
Total earnings.....		\$432,042 90

OPERATING EXPENSES.

Maintenance of way and structures	\$98,899 54	
Maintenance of cars.....	35,297 91	
Motive power	82,011 27	
Conducting transportation.....	62,094 77	
General expenses—		
Taxes.....	\$20,140 39	
Salaries.....	13,150 00	
Other general expenses of operating.....	18,345 90	
	<u>\$51,636 29</u>	
Total operating expenses, being 76.37 per cent. of earnings.....		\$329,969 78
Net earnings		<u>\$102,073 12</u>

AMOUNTS PER MILE (156.63) OPERATED.

Earnings.....	\$2,758 36
Operating expenses.....	2,106 68
Net earnings	651 68

OTHER RECEIPTS AND PAYMENTS WITHIN THE YEAR.

RECEIPTS OTHER THAN EARNINGS.

Payments on capital stock	\$31,190 56	
Sale of bonds of company (not previously issued)	669,000 00	
Funded interest	160,840 75	
	<u>\$861,031 31</u>	

PAYMENTS OTHER THAN OPERATING EXPENSES.

Interest on bonds paid and funded	\$214,274 27	
Bonds of the company canceled, Cass and Marvin	1,000 00	
Floating debt liquidated.....	639,305 97	
Lease of Massillon and Cleveland Railroad	20,000 00	
Construction of new work	9,612 54	
Additional construction on Dresden Branch.....	260 03	
Additional real estate.....	437 51	
	<u>\$884,890 32</u>	

GENERAL BALANCE SHEET, JULY 1, 1875,

Taken after making all proper entries affecting or pertaining to the business and transactions of the line and company to date.

LIABILITIES.

Common stock	\$1,306,055 70	
Preferred stock	451,410 00	
First mortgage bonds	1,370,000 00	
First mortgage bonds Columbus extension.....	950,000 00	
Cass and Marvin bonds	8,000 00	
Coupons funded (matured).....	153,797 00	
Coupons funded (not matured).....	153,797 00	
Income bonds	669,000 00	
Accounts payable.....	48,616 99	
Due other companies	11,913 43	
Coupons matured and unpaid, principally July 1, 1875.....	49,763 00	
Interest accrued on coupons funded	7,043 75	
Miscellaneous liabilities.....	79 37	
	<u>\$5,159,546 15</u>	

ASSETS.

Cost of road and equipment, main line	\$4,627,246 35
Expended on Dresden Branch	220,455 22
Pennsylvania Railroad Co. (for redemption of C. and M. bonds)	8,984 06
Bills receivable	6,539 92
R. C. Hurd's estate	6,482 17
Due by other companies	1,635 79
Due by station agents	18,340 02
Due by United States Post-office Department	4,299 26
Due by Union Express Company	1,040 00
Cash in hands of treasurer	13,508 45
Cash in hands of Winslow, Lanier & Co.	36,554 42
Cash in hands of paymasters	578 41
Cash in transit	10,000 00
Miscellaneous	420 16
Coupons funded prior to maturity (per contra)	153,797 00
Profit and loss	49,664 92
	<hr/> \$5,159,546 15

CASUALTIES TO PERSONS.

Statement for the year ending June 30 of all accidents resulting in injuries to persons, giving extent and cause thereof:

August 22, 1874. Mrs. McNabby, one-third of a mile north of Akron Station: was walking on track, struck by engine and thrown into the ditch; died about twenty-four hours after accident. No inquest.

September 12, 1874. Barney Farley, in Akron yard: attempted to cross track ahead of engine; was struck and thrown down; engine and three cars ran over him; died about two hours after accident. His own fault. No inquest.

September 26, 1874. Arthur Dale, in yard at Mt. Vernon: supposed to have been stealing a ride between freight cars, and was jolted off while train was switching; was caught by brake-irons, and dragged for some distance, killing him almost instantly; was intoxicated; had been seen in that condition but a short time previous to accident. Inquest held—B. A. F. Greer, Mt. Vernon, acting coroner. Verdict: "We, the jury, find that the Cleveland, Mt. Vernon and Columbus Railroad Company was not guilty of negligently causing the death of said Arthur Dale."

September 30, 1874. William Jones, brakeman: attempted to couple engine to a car, missed the coupling and was caught between molding of tender and deadwood of the car, and injured so severely that death ensued in about twenty hours. Want of caution. No inquest.

RECAPITULATION.

Killed—Employés—from misconduct or want of caution	1
Others—at stations and highway crossings	1
stealing rides	1
trespassing, on track, etc.	1
	<hr/> 3
Total	<hr/> 4

TRAIN ACCIDENTS.

Return of train accidents occurring within the year ending June 30, 1875. None.

OFFICERS.

Directors—Thomas D. Messler.....	Pittsburgh, Pa.
William Thaw.....	"
George B. Roberts.....	Philadelphia, Pa.
William M. Orr.....	Orrville, Ohio.
Isaac Harpster.....	Millersburg, Ohio.
Mardenbro White.....	Gambier, "
Samuel Israel.....	Mt. Vernon, "
Charles Cooper.....	" "
Joseph R. Swan.....	Columbus, "
President, Thomas D. Messler.....	Pittsburgh, Pa.
Auditor, E. Mize.....	Mt. Vernon, Ohio.
Treasurer, J. D. Thompson.....	" "
Secretary, J. S. Davis.....	" "
Superintendent, G. A. Jones.....	" "
Master Mechanic, J. W. Holloway.....	Akron, "
Chief Engineer, J. N. Lewis.....	Mt. Vernon, "
General Ticket and General Freight Agent, J. A. Telton.....	" "
Purchasing Agent, G. A. Jones.....	" "

State of Pennsylvania, County of Allegheny, ss.:

Thomas D. Messler, President of the Cleveland, Mt. Vernon and Delaware Railroad Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1875.

[Signed.]

THOS. D. MESSLER, *President*.

Subscribed and sworn to before me, this 20th day of August, A.D. 1875.

[SEAL.]

FRANK SEMPLE, *Notary Public*.

CLEVELAND AND NEWBURGH RAILROAD COMPANY.

[ROAD ALL IN OHIO.]

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized	\$60,000 00	
Amount subscribed.....	44,740 00	
Amount issued	41,740 00	
Amount paid in—common		\$42,490 00
Average amount paid in per mile (3.333).....	\$12,747 00	
Stockholders, residents of Ohio, 33.		
Amount of stock held by them June 30, 1875.....	41,740 00	

DEBT.

First mortgage 7 per cent. bonds, due May, each year \$2,000 ...	\$14,000 00	
Second mortgage 7 per cent. bonds, due January, each year \$1,000	16,000 00	
Amount of funded debt.....		\$30,000 00
Decrease since June 30, 1874	\$3,000 00	
Total debt liabilities.....	30,000 00	
Average amount of debt per mile	9,000 00	
Total of paid-in stock and debt		\$72,490 00
Total average amount per mile	\$21,747 00	

COST OF ROAD, EQUIPMENT, Etc.

CONSTRUCTION OF ROAD.

Total expenditures for construction	\$54,706 84
Average cost per mile, not including sidings	\$16,412 05

EQUIPMENT.

Dummy engines, 3	\$7,710 00	
Passenger cars, 2	2,100 00	
Street cars, 2	2,000 00	
Tools and two small locomotives	2,172 89	
Total expended for equipment		\$13,982 89
Average amount per mile operated	\$4,194 86	
Total for road and equipment		\$68,689 73
Total average amount per mile	\$20,006 91	
Value of real estate owned, exclusive of roadway.....	300 00	

CHARACTERISTICS, Etc.

LINE OWNED BY COMPANY.

Single main track, Cleveland to Newburgh (now 18th ward), 3.333 miles—all in Cuyahoga county.

Weight of rail per yard on main track, 45 pounds. Gauge of track, 56½ inches.

TRESTLES AND TUNNELS.

Trestles, 2; aggregate length, 450 feet; greatest age, 7 years. Stone tunnels, 1; length, 30 feet.

FENCING.

Miles (single) built by company, (total cost, \$1,600).....	2
Required to inclose road (both sides).....	2

STATIONS, ETC.

Passenger and freight.....	3
Water and fuel.....	2

RAILROADS CROSSED AT GRADE.

None.

Number of highways crossed at grade	2
---	---

ROLLING STOCK.

Locomotives.....	5; average weight (in working order)	15,200 lbs.
Passenger cars.....	2; “	8,000 lbs.

Kind of brake in use on passenger cars: Common brake.

State method of heating passenger cars run on your road: Dummy engines are heated by steam pipes passing through car.

Means of lighting same: Coal oil lamps.

Number of persons employed by company, 10.

SPEED OF TRAINS—MILES PER HOUR.

Passenger—average rate, including stops	10
---	----

RATES OF TRANSPORTATION.

Passengers, one mile or less	5 cents.
Through passengers, per mile	3 “
Carry no freight.	

DOINGS OF THE YEAR ENDING JUNE 30.

MILEAGE.

Miles run by dummy engines.....	36,500
---------------------------------	--------

TRANSPORTATION.

Passengers.

Number carried	201,686
Average number carried in each car per trip	12
Total mileage, or number carried one mile	513,853
Average number of miles traveled by each	2.55
Average amount received for each	\$0.07.64
Average amount per mile received for each	03.

EARNINGS, OPERATING EXPENSES, ETC., FOR YEAR ENDING JUNE 30.

EARNINGS.	
Passenger transportation	\$15,415 60
OPERATING EXPENSES.	
Maintenance of way and structures	\$913 99
Maintenance of cars	109 97
Motive power	3,415 37
Conducting transportation	6,767 71
General expenses—	
Taxes	\$256 20
Other general expenses of operating	901 55
	<u>1,157 75</u>
Total operating expenses, being 80.21 per cent. of earnings	12,364 79
Net earnings	<u>\$3,050 81</u>
AMOUNTS PER MILE (3,335) OPERATED.	
Earnings	\$4,624 68
Operating expenses	3,709 44
Net earnings	915 24

OTHER RECEIPTS AND PAYMENTS WITHIN THE YEAR.

RECEIPTS OTHER THAN EARNINGS.	
Sale of plankroad	\$2,039 32
Interest for money on deposit	162 17
Sale of old boiler	100 00
	<u>\$2,301 49</u>
PAYMENTS OTHER THAN OPERATING EXPENSES.	
Interest on bonds	\$2,310 00
Bonds of the company canceled	3,000 00
Construction of new work	726 25
	<u>\$6,036 25</u>

GENERAL BALANCE SHEET, JULY 1, 1875,

Taken after making all proper entries affecting or pertaining to the business and transactions of the line and company to date :

LIABILITIES.	
Capital stock	\$44,740 00
First and second mortgage bonds	30,000 00
Personal accounts	21 00
Surplus account	4,452 20
	<u>\$79,213 20</u>
ASSETS.	
Construction	\$54,706 84
Equipment	13,382 89
Discount on bonds	2,000 00
Teams	931 00
Office furniture	466 02
Cash on hand and in bank	1,608 83
Plankroad	486 32
Personal accounts	5,031 30
	<u>\$79,213 20</u>

OFFICERS.

Directors—Joseph Turney	Cleveland, Ohio, (18th ward).
H. Garretson	“ “
A. R. Mitchell	“ “
Dan. P. Eels	“ “
J. H. Wade	“ “
George W. Howe	“ “
President, Joseph Turney	Cleveland, Ohio, (18th ward).
Treasurer and Secretary, A. J. Hamilton	“ “ “

State of Ohio, County of Cuyahoga, ss:

Joseph Turney, President of the Cleveland and Newburgh Railroad Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1875.

[Signed]

JOSEPH TURNEY, *President.*

Subscribed and sworn to before me, this 7th day of October, A.D. 1875.

[SEAL.]

N. MARKS FLICK, *Notary Public.*

CLEVELAND AND PITTSBURGH RAILROAD COMPANY.

[ROAD OPERATED BY PENNSYLVANIA COMPANY.]

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized	\$11,250,854 00
Amount issued	11,243,471 79
Par value of shares.....	\$50
Total paid in (common).....	\$11,243,471 79
Increase since June 30, 1874.....	354 59
Average amount paid in per mile (199.77).....	56,282 08
Proportion for Ohio (184.77 miles).....	10,399,239 92
Stockholders, residents of Ohio, 369.	
Amount of stock held by them June 30, 1875.....	3,125,850 00
Location of transfer offices out of this State: New York City.	
Number of shares transferred within the year at such agency, 109,876.	

DEBT.

Second mortgage 7 per cent. bonds, due September 1, 1873.....	\$500 00
Fourth mortgage 6 per cent. bonds, due January 1, 1892..	1,104,843 63
Consolidated S. F. mortgage of 1900, 7 per cent. bonds, due November 1, 1900	2,738,000 00
Construction and equipment 7 per cent. bonds, due January 1, 1913.....	1,190,000 00
Amount of funded debt.....	5,033,343 63
Increase since June 30, 1874.....	589,600 00
(Amount in hands of trustees of sinking fund for redemption	28,878 85)
Average amount of debt per mile	25,195 69
Proportion for Ohio.....	4,655,407 64
Total of paid-in stock and debt	\$16,276,815 42
Total average amount per mile.....	81,477 77
Proportion for Ohio.....	15,054,647 56

COST OF ROAD, EQUIPMENT, Etc.

CONSTRUCTION OF ROAD.

Total expenditures for construction	\$12,882,667 97
Average cost per mile, not including sidings	\$64,487 50
Proportion for Ohio.....	11,915,355 37

EQUIPMENT.

Total expended for equipment	\$3,524,787 55
Average amount per mile (199.77) operated.....	\$17,644 23
Proportion for Ohio (184.77 miles).....	3,260,124 38
Total for road and equipment.....	\$16,407,455 52
Total average amount per mile.....	82,131 73
Proportion for Ohio	15,174,379 75

CHARACTERISTICS, Etc.

LINE OWNED BY COMPANY—MILES.

	Length.	In Ohio.
Cleveland, Ohio, to Rochester, Pennsylvania	193.77	108.77
Yellow Creek to Bellaire	43.25	43.25
Bayard to New Philadelphia	32.75	32.75
Total single main track	199.77	184.77
Double main track	3.00	3.00
Aggregate of sidings and other tracks	61.70	53.00
Total length of rail, computed as single track	264.27	240.77

Length in Ohio, distributed as follows:

County.	Main track.	Double track.	Sidings, etc.	Total
Cuyahoga	17.00	1.525	20.224	38.751
Summit	11.90	.....	2.305	11.105
Portage	21.90	.....	4.505	26.405
Mahoning .....	.80	.....	.....	.800
Stark	10.00	.....	2.670	12.670
Columbiana	45.35	1.350	14.043	60.743
Carroll	11.90	.....	.701	12.604
Tuscarawas	16.20	.....	1.670	17.850
Jefferson	38.92	.125	4.420	43.475
Belmont	10.80	.....	2.567	13.367
Totals	184.77	3.000	53.000	240.770

Weight of rail per yard on main track, 60 pounds; gauge of track, 52 inches.

Road in Ohio all ballasted with gravel and cinders.

BRIDGES, ETC., IN OHIO.

Wood bridges, 63; greatest age, 11 years; aggregate length, 5,042 feet.

Iron	2;	"	7	"	278	"
Stone	"	12;		"	1,350	"
					6,670	feet.

Stone arch culverts, 21; aggregate length, 1,167 feet.

Brick tunnels, 1; length, 1,010 feet.

FENCING IN OHIO.

Miles (single) built by Company (total cost, no data kept).

included in right of way, "

required to inclose road (both sides), 70.

State reasons why not completed: More than three-fourths is on the River Division and Tuscarawas Branch, where the proximity of the bluffs and river make fencing impracticable. The balance is mainly through city and village corporations.

Miles of telegraph owned in common by Company and Western Union Telegraph Company, 199.77; in Ohio, 184.77.

ROLLING STOCK—OWNED BY COMPANY.

Locomotives with tenders, 97; average weight, in working order, 96,000 pounds.	
Express and baggage cars, 22; "	pounds.
Passenger cars	43; "
Caboose cars	46; "
Freight cars	2,970; "
Other cars	84; "

RECEIPTS AND EXPENDITURES FOR THE YEAR ENDING JUNE 30.

RECEIPTS.

Increase of stock by conversion of old into guaranteed stock	\$354 59	
Sale of bonds of Company (not previously issued)	1,877,000 00	
Lessee for rent of road.....	\$786,902 80	
interest on bonds, etc.....	339,110 00	
expense of organization	10,000 00	
sinking fund.....	52,202 00	
	<u>1,188,214 80</u>	
		\$3,065,569 39

EXPENDITURES.

Interest on bonds.....	\$383,805 00	
Dividends, rate 7 and 10 per cent.....	786,795 00	
(Date of last dividend declared, June 1, 1875.)		
Bonds of the Company canceled (\$26,000 expended from safety fund included).....	1,288,000 00	
General expense of organization.....	9,559 15	
Construction of new work—increase of construction account	224,958 04	
Additional equipment, machinery, etc	499,700 75	
Expenditures in closing up business, previous to lease—net	69,998 11	
	<u>3,262,816 05</u>	

GENERAL BALANCE SHEET, JULY 1, 1875,

Taken after making all proper entries affecting or pertaining to the business and transactions of the company to date.

LIABILITIES.

Capital stock.....	\$11,231,200 00	
Scrap issues outstanding	12,271 79	
	<u>\$11,243,471 79</u>	
Second mortgage bonds	500 00	
Fourth mortgage bonds	\$1,093,000 00	
Fourth mortgage scrip	8,843 62	
	<u>1,104,843 63</u>	
Mortgage bonds of 1900.....	\$2,837,500 00	
Less in safety fund.....	99,700 00	
	<u>2,738,000 00</u>	
Construction and equipment bonds.....	\$1,200,000 00	
Less in safety fund	13,000 00	
	<u>1,180,000 00</u>	
Net earnings	374,998 34	
Guaranteed income	199,439 94	
Due and unpaid on dividends and coupons	115,740 27	
Due to railroads and individuals.....	217,388 45	
	<u>\$17,185,292 42</u>	

ASSETS.

Construction	\$12,805,754 25	
Equipment.....	3,373,485 61	
Machinery and tools.....	102,024 14	
Personal property	49,277 80	
Telegraph line	16,913 72	
Cash in treasurer's hands and at New York agency.....	149,866 99	
Stock and bonds of railroad companies.....	82,500 00	
Due from railroad companies and individuals	317,449 99	
Material account Pennsylvania Railroad Company, Lessee .	228,019 92	
	<u>\$17,185,292 42</u>	

OFFICERS.

Directors—J. N. McCullough	Pittsburgh, Pa.
B. F. Jones	"
Thos. A. Scott	Philadelphia, Pa.
John B. Trevor	New York City.
S. J. Tilden	"
Chas. Lanier	"
Geo. W. Cass	"
Isaac Kip	"
Daniel McLaren	Cincinnati, Ohio.
J. V. Painter	Cleveland, Ohio.
Jas. F. Clark	"
R. P. Ramsey	"
President, J. N. McCullough	Pittsburgh, Pa.
Treasurer and Secretary, Geo. A. Ingersoll	Cleveland, Ohio.

State of Ohio, County of Cuyahoga, ss:

George A. Ingersoll, Secretary of the Cleveland and Pittsburgh Railroad Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1875.

[Signed]

G. A. INGERSOLL, *Secretary*.

Subscribed and sworn to before me, this 28th day of August, A.D. 1875.

[Seal.]

L. S. FISH, *Notary Public*.

REPORT OF THE PENNSYLVANIA COMPANY, OPERATING.

OPERATED UNDER LEASE—EMBRACED IN THIS REPORT—MILES.		
	Length.	In Ohio.
Cleveland and Pittsburgh Railroad—main line	125.77	108.77
River Division	43.25	43.25
Tuscarawas Branch	32.75	32.75
Track Pittsburgh, Ft. Wayne and Chicago R'y (joint use), Rochester,		
Pa., to Pittsburgh	26	....
Total single main track	225.77	184.77
Double main track	3	3
Sidings and other tracks	61.50	53
Total	290.27	240.77

STATIONS, ETC.

Passenger and freight—entire line, 60; in Ohio, 46.

Water and fuel—entire line, 26; in Ohio, 26.

Telegraph offices in stations—entire line, 47; in Ohio, 38.

RAILROADS CROSSED AT GRADE IN OHIO.

Ohio and Toledo, at Oneida Station.

Pittsburgh, Ft. Wayne and Chicago, at Alliance.

Atlantic and Great Western, $3\frac{1}{2}$ miles north of Ravenna Station.

“ “ 1 mile north of Newburgh Station.

Lake Shore and Michigan Southern, at Cleveland yard.

Cleveland, Columbus, Cincinnati and Indianapolis, at Cleveland yard.

Do all trains on your road stop at these crossings? Yes.

Are flagmen stationed at each? Yes.

Number of highways crossed at grade in Ohio, 244.

Miles of telegraph on line of road, 199.77; in Ohio, 184.77.

Number of telegraph stations operated by company, 11; in Ohio, 6.

Number operated jointly with telegraph company, 36; in Ohio, 32.

ROLLING STOCK.

Locomotives, with tenders....	97; average weight, in working order....	96,000 lbs.
Express and baggage cars	22; “	lbs.
Passenger cars	43; “	lbs.
Caboose cars	43; “	lbs.
Freight cars	2,970; “	lbs.
Other cars	84; “	lbs.

State terms of service: All of the equipment is the property of the lessor, and used under the conditions of the lease.

Average number of cars, including baggage cars, in passenger trains 4.73

Average number of cars in freight trains 23.92

Kind of brake in use on passenger cars: Westinghouse air-brake.

Method of bridging between passenger cars when two or more are run in trains: A cleated wooden bridge is laid between all passenger cars.

Are all cars run on your road heated and lighted as prescribed by act passed May 4, 1869 (66 Ohio Laws, 94)? As far as practicable.

State method of heating passenger, sleeping, parlor and drawing-room cars run on your road: Common bituminous coal stoves, except 15 coaches, which are heated by heaters burning hard coal.

Means of lighting same: We use candles.

Number of persons employed by company, 1,533; proportion for Ohio, 1,376.

SPEED OF TRAINS—MILES PER HOUR.

Express passenger—highest rate allowed..	33; average, including stops	28
Mail and accommodation, “ ..	26; “ “	20
Freight trains, “ ..	15; “ “	10

RATES FOR TRANSPORTATION.

PASSENGERS.

Fare charged per mile:

	Highest.	Lowest.
For the shortest distance carried (2 miles)	5 cents.	5 cents.
More than 8 and less than 30 miles	3.75 “	3.25 “
More than 30 miles and less than entire length of main road in		
Ohio	3.75 “	2.77 “
Through passengers	2.93 “	.75 “

Amount charged in addition to regular fares in sleeping or other cars run on your road: No sleeping cars.

FREIGHT.

Rate charged per ton per mile :	Highest.	Lowest.
For the shortest distance carried (1 mile).....	\$1 60	40 cents.
More than 5 and less than 30 miles	20	3 "
More than 30 miles and less than entire length of main road in		
Ohio.....	7.50	1.23 "
Through freight	3.75	.80 "

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road? Union Express Company.

State terms: Same terms as previously reported [\$50,000 per annum; accommodations on regular passenger trains furnished].

What freight, transportation and other special lines run on your road? None.

Name and post-office address of the principal agent in Ohio: J. C. Schermerhorn, Cleveland.

DOINGS OF THE YEAR ENDING JUNE 30.

Miles of re-rolled iron rail laid—in Ohio, 66,345; entire line.....	71.117
Miles of road ballasted since June 30, 1874, 33,500—with gravel, 29; cinders, 4,500.	
Bridges built in Ohio, 3 wood, as follows:	
No. 71, V bridge	32 feet.
No. 70, V bridge.....	3- $\frac{1}{2}$ "
No. 53, Howe truss	140 "
Fencing built in Ohio (cost per rod, \$1.63).....	24.60 miles.

LOCOMOTIVE AND CAR MILEAGE.

Locomotives.

Hauling passenger trains	406,116
freight trains	933,439
mixed, construction and other trains	439,543
	<hr/> 1,839,098

Cars.

Passenger, express and baggage.....	1,857,321
Freight and caboose.....	12,372,131
In construction and other trains	506,450
Empty cars	3,748,752
	<hr/> 18,484,654

AMOUNT PAID FOR LOSS, DAMAGES, ETC.

For loss and damage of goods and baggage	\$2,126 19
For injuries in Ohio, fatal and non-fatal:	
To employes.....	\$1,731 98
To others	195 00
	<hr/> \$1,926 98
For animals killed in Ohio—33 horses, 1 mule, 99 cattle, 45 sheep, 5 hogs...	3,551 00

FUEL CONSUMED.

Wood, 5,127 cords; cost, \$8,972.25. Coal, 33,439 tons; cost, \$56,846.30.

TRANSPORTATION.

Passengers.

Number carried—local	612,323	
through	47,084	
	<hr/>	659,407
Average number carried in each car per trip		23
Total mileage, or number carried one mile		18,176,944
Average number of miles traveled by each		27.56
Average amount received for each		\$0 85.40
Average amount per mile received for each		03.10

Freight.

Tons carried—local	843,727	
through	378,664	
	<hr/>	1,242,391
Average tons in each loaded car per trip		6
Total movement, or tons carried one mile		108,805,875
Average amount received for each ton		\$1 55.43
Average amount per mile received for each ton		01.778

TONNAGE CLASSIFIED.

	Tons.	Per cent.
Coal	578,106	48.14
Stone, lime, sand, etc.	42,540	3.45
Petroleum	15,582	1.23
Ores	220,591	17.75
Pig and bloom iron	55,975	4.67
Railroad iron (iron and steel rails)	2,620	.29
Other iron and castings	42,165	3.39
Lumber and other forest products	60,093	4.82
Live stock	17,749	1.42
Grain	11,904	.95
Other agricultural products	10,165	.84
Flour	7,012	.56
Provisions (beef, pork, lard, etc.)	3,775	.31
Manufactures, including agricultural implements	44,695	3.60
Merchandise	91,751	7.39
Miscellaneous	14,578	1.19
Total tonnage yielding revenue	<hr/> 1,242,391	<hr/> 100.
Supplies for company's use	52,477	

EARNINGS, OPERATING EXPENSES, ETC., FOR YEAR ENDING JUNE 30.

EARNINGS.

Passenger transportation—local	\$401,337 98	
through	16,801 96	
	<hr/>	\$563,139 94
Freight transportation—local	\$1,112,465 34	
through	818,655 42	
	<hr/>	1,931,121 76

Mail service.....	\$24,058 72
Express service	53,760 32
All other sources of income, including rents, etc.....	117,721 18
Total earnings	\$2,649,801 92

OPERATING EXPENSES.

Maintenance of way and structures	\$397,908 64
Maintenance of cars	130,351 81
Motive power	374,979 73
Conducting transportation.....	363,009 83
General expenses:	
Taxes—Ohio	\$89,266 62
Pennsylvania.....	10,350 47
Salaries	14,949 37
Other general expenses of operating	50,374 26
	<u>144,940 72</u>
Total operating expenses, being 53.02 per cent. of earnings....	\$1,434,190 73
Net earnings	\$1,215,611 19

AMOUNTS PER MILE (225.77) OPERATED.

Earnings.....	\$11,913 90	Proportion for Ohio (184.77 miles)...	\$2,201,331 30
Operating expenses....	6,339 45	" "	1,171,284 74
Net earnings.....	5,574 45	" "	1,030,046 56

PAYMENTS OTHER THAN OPERATING EXPENSES.

Cleveland and Pittsburgh R. R. rental account.....	\$1,888,411 80
Pitts., Ft. W. and C. R'y acct.—lease of track.....	25,000 00
Pitts., Ft. W. and C. R'y—interest on improve-	
ments.....	13,835 26
	<u>\$1,927,247 06</u>
Construction of new work	23,097 49
Additional equipment	2,258 70
	<u>\$1,952,603 25</u>

GENERAL BALANCE SHEET, JULY 1, 1875.

Taken after making all proper entries affecting or pertaining to the business and transactions of the line to date.

LIABILITIES.

Bills and pay-rolls audited.....	\$410,844 41
Due to railroad companies	239,361 41
Due on sundry accounts	10,783 02
Income account	288,361 54
	<u>\$749,355 08</u>

ASSETS

Bills receivable.....	3,724 38
Cash	68,846 54
Supplies—general account	279,441 40
Due from station agents	133,174 18
Due from railroad companies.....	167,232 55
Due from sundry sources.....	88,305 93
	<u>\$749,355 08</u>

CASUALTIES TO PERSONS IN OHIO.

Statement for the year ending June 30 of all accidents resulting in injuries to persons, giving extent and cause thereof:

July 8, 1874. ——— Poliquin, boy, Wellsville shop: killed; playing with other children with trucks on wreck track.

July 15, 1874. Gustavus Stark, Cleveland: injured; struck by engine while attempting to cross track in front of train; skull fractured.

July 16, 1874. Geo. Murphy, Cleveland: injured; attempted to get on moving train; foot crushed; amputated.

July 18, 1874. B. Kennedy, brakeman, Atwater: wrist injured; fell from tender of engine.

July 30, 1874. ——— Sherrits, child, Canal Dover: head cut; ran on to track at a curve; injury not serious.

August 7, 1874. Jno. T. Rine, brakeman, La Grange: shoulder dislocated while trying to get on rear end of moving way car. Want of caution.

August 15, 1874. Tillie Leach, Steubenville: horse, with buggy, backed into moving train; buggy broken up, and lady thrown out; jaw broken, and injured otherwise about the head. Caused by horse being frightened and unmanageable.

October 8, 1874. Jno. Lee, Salineville: injured; intoxicated, and lying on track; struck by moving train; head badly cut.

December 3, 1874. Wm. Groff, Yellow Creek: fatally injured; struck by moving train while walking on track.

December 12, 1874. Harvey R. Bowden, brakeman, Waynesburgh: injured; train broke in two; fell on track; head and leg severely bruised and cut by moving train. Cause beyond control.

January 4, 1875. August Frank, Cleveland yard: foot caught between dead-woods, and injured. Had no business on train. Not a passenger.

January 8, 1875. Jas. Greenlee, Bellaire: caught by train backing over a bridge, and killed. Coroner's jury rendered a verdict of accidental death.

March 23, 1875. John Wolf, Cleveland yard: injured; attempted to get on moving train; fell under; both legs broken and badly bruised about the head.

May 13, 1875. J. J. Gregory and three children, Cleveland: riding in carriage near Kinsman street crossing; horse became frightened and dashed against engine of passing train. The occupants of the carriage all injured; one—a little boy—fatally. Accident unavoidable on the part of company.

May 22, 1875. Mr. Porter, inmate of Insane Asylum, Newburgh: rushed on to track in front of train, and was struck by engine; leg injured, requiring amputation.

June 19, 1875. ——— Stephens, Newburgh: injured; intoxicated; struck by moving train; head badly cut.

RECAPITULATION.

Killed—Passengers	None.
Employes.....	None.
Others—at stations and highway crossings.....	1
trespassing, on track, etc.....	3
Total	4

Injured—Passengers	None.	
Employes—from causes beyond their control	2	
from misconduct or want of caution	1	3
Others—at stations and highway crossings	5	
stealing rides	2	
trespassing, on track, etc.	5	12
Total		15

TRAIN ACCIDENTS.

There have been no accidents to trains of a serious character during the year.

OFFICERS.

General Manager, J. D. Layng	Pittsburgh, Pa.
Assistant General Manager, R. F. Smith	Cleveland, Ohio.
Solicitor, R. P. Ranney	" "
Comptroller, T. D. Messler	Pittsburgh, Pa.
Auditor, James Instan	Cleveland, Ohio.
Cashier, Geo. A. Ingersoll	" "
Superintendent, John Thomas	" "
Master Mechanic, N. E. Chapman	" "
Chief Engineer, J. Linton	" "
General Ticket Agent, F. R. Myers	Pittsburgh, Pa.
General Freight Agent, Wm. Stewart	" "
Purchasing Agent, Wm. Mullins	" "

State of Pennsylvania, County of Allegheny, ss :

Thomas D. Messler, Comptroller of the Pennsylvania Company, lessee of the Cleveland and Pittsburgh Railroad, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1875.

[Signed]

THOS. D. MESSLER, *Comptroller*.

Subscribed and sworn to before me, this 31st day of August, A.D. 1875.

[SEAL.]

FRANK SEMPLE, *Notary Public*.

CLEVELAND, TUSCARAWAS VALLEY AND WHEELING RAIL- WAY COMPANY.

[ROAD ALL IN OHIO.]

This company's report gives a statement of five months only, dating from February 1 to June 30, 1875, or from the time of the purchase of the rail-road and organization of the company.

This railroad was formerly owned by and operated under the name of the Lake Shore and Tuscarawas Valley Railway Company. July 16, 1874, a receiver was appointed by Judge Welker, United States District Court for Northern District of Ohio, at the instance of the mortgage bond-holders. By decree of the same Court the railroad, with all its appurtenances, was ordered sold January 26, 1875, and on that day was sold by a special master commissioner to its present owners, the sale being confirmed January 31, 1875. The operation of the new company dates from February 1, 1875, as above stated.

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized.....	\$1,250,000 00	
Amount issued	1,055,950 00	
Par value of shares.....	\$.50	
Total paid in.....		\$1,055,950 00
Average amount paid in per mile (101.14).....	\$10,440 48	
Stockholders, residents of Ohio, 92		
Amount of stock held by them June 30, 1875.....	645,050 00	
Location of transfer offices out of this State: Have none.		

DEBT.

L. S. & T. V. mortgage 7 per cent. bonds, due October, 1901	\$2,000,000 00	
E. & B. R. Ry mortgage 7 per cent. bonds, due May, 1892..	180,000 00	
Mortgage 7 per cent. bonds, due July, 1905	981,500 00	
Scrp, convertible into bonds	7,421 07	
Amount of funded debt.....		\$3,168,921 07
Unpaid debt contracted	\$129,863 95	
Current credit balances, etc	23,375 08	
Amount of debt not secured by mortgage.....		\$153,239 03
(Cash, securities, debit balances, etc., available to payment.	\$35,785 49)	
Total debt liabilities	3,322,100 10	
Average amount of debt per mile	32,847 14	
Total of paid-in stock and debt.....		\$4,378,110 10
Total average amount per mile	\$43,287 62	

COST OF ROAD, EQUIPMENT, Etc.

CONSTRUCTION OF ROAD.

Cost of road in purchase	\$4,369,903 76	
Right of way and fencing	1,729 86	
Superstructure, including rails.....	1,818 23	
Stations, engine and car houses, machine shops, etc., including docks	6,765 90	
Engineering, salaries and other expenses paid during same period	829 14	
Total expenditures for construction		\$4,381,046 89

EQUIPMENT.

Passenger, express, and baggage cars.....	1,055 31	
Freight, construction, and other cars.....	12 80	
Machinery, hand-cars, tools, etc.....	140 86	
Total expended for equipment		\$1,208 97
Total for road and equipment		\$4,382,255 86
Total average amount per mile (101.14).....	\$43,328 61	

CHARACTERISTICS, Etc.

LINE OWNED BY COMPANY—MILES.

Single main track, Black River to Elyria	101.14
Aggregate of sidings and other tracks.....	25.64

Total length of rail, computed as single track..... 126.78

All in Ohio, and distributed as follows:

County.	Main Track.	Sidings, etc.	Total.
Lorain	22.66	6.15	28.84
Medina	17.81	2.58	20.39
Wayne	12.75	4.06	16.81
Summit .....	.92	.10	1.02
Stark	24.49	7.80	32.29
Tuscarawas	22.51	4.92	27.43
Totals	101.14	25.64	126.78

Laid with steel rail: None.

Weigh of rail per yard on main track, 56 pounds; gauge of track 57½ inches.

Road all ballasted with gravel.

Miles ballasted since February 1, 1875, 11.

BRIDGES AND TRESTLES.

Wood bridges, 11; greatest age, 3 years; aggregate length.....	1,513 feet.
Stone culverts (open), 9; aggregate length.....	189 "
Trestles, 105; greatest age, 3 years; aggregate length	3,980 "
Trestles on piles, 21	3,525 "
	7,105

STATIONS, ETC.

Passenger and freight	21
Water and fuel	5
Telegraph offices in stations	21

RAILROADS CROSSED AT GRADE.

Lake Shore and Michigan Southern—Elyria.

Cleveland, Columbus, Cincinnati and Indianapolis—Grafton.

Atlantic and Great Western—Russell.

Cleveland, Mt. Vernon and Delaware—Warwick.

Pittsburgh, Fort Wayne and Chicago—Massillon.

Marietta, Pittsburg and Cleveland—Canal Dover.

Pittsburgh, Cincinnati and St. Louis—Uriahsville.

Do all trains on your road stop at these crossings? Yes.

Are flagmen stationed at each? Yes.

Are your time-tables arranged to secure running connections with roads named? As far as practicable.

Number of highways crossed at grade, 90.

Miles of telegraph on line of road, 101, (owned by company jointly with Western Union Telegraph Company).

Telegraph stations, all operated jointly by railroad and telegraph company, 21.

ROLLING STOCK.

Locomotives	15; average weight, in working order.....	60,000 lbs.
Tenders.....	15; " full of water and fuel..	Never weighed
Express and baggage cars..	2; "	lbs.
Passenger cars	6; "	lbs.
Drawing-room and sleeping cars. none.		
Freight cars, gondolas....	430; "	lbs.
Box-cars.....	11; "	lbs.
Tool car	1; "	lbs.
Other cars, pay car.....	1; "	lbs.

NOT OWNED BY COMPANY (INCLUDED ABOVE).

Freight cars, 75; owned by U. S. Rolling Stock Company.

Combination car, 1; " " "

State terms of service: Freight cars run on mileage.

Average number of cars (including baggage cars) in passenger trains..... 3

Average number of cars in freight trains

Kind of brake in use on passenger cars: Westinghouse air-brake.

Method of bridging between passenger cars, when two or more are run in trains: Miller platform.

Are all cars run on your road heated and lighted as prescribed by act passed May 4, 1869 (66 Ohio Laws, 94)? Yes.

State method of heating passenger, sleeping, parlor, and drawing-room cars run on your road: Driggs' patent anthracite coal stove.

Means of lighting same: Candles.

Number of persons employed by company: 498.

SPEED OF TRAINS—MILES PER HOUR.

Express passenger—highest rate allowed...	30; average, including stops.....	25
Mail and accommodation.....	30; “ “	20
Freight trains	15; “ “	8

RATES FOR TRANSPORTATION.

PASSENGERS.

Fare charged per mile:

For the shortest distance carried ($1\frac{1}{2}$ miles) .....	.05,67	cents.
“ more than 8 and less than 30 miles .....	.03.	“
“ more than 30 miles and less than entire length of main road (72 miles) .....	.02,985	“
“ through passengers.....	.02,970	“

Is there an addition to ticket rates if fare is paid on trains? No.

FREIGHT.

Rate charged per ton per mile:

	Highest.	Lowest.
For the shortest distance carried (1.46 miles) .....	.05 cents.	.05 cents.
“ more than 5 and less than 30 miles (25 miles).....	.05 “	.02,64 “
“ more than 30 miles and less than entire length of main road (58 miles) .....	.05 “	.01,72 “
“ through freight .....	.05 “	.01,25 “

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road? Union Express Company.

State terms: One and one-half first class rates.

What freight, transportation, and other special lines run on your road? None.

Name and post-office address of the principal agent or officer in Ohio: H. S. Julier.
Cleveland.

REPORT OF THE RECEIVER OF THE LAKE SHORE AND TUSCARAWAS VALLEY RAILWAY FOR SEVEN MONTHS ENDING 31st JANUARY.

TRANSPORTATION.

Passengers.

Number carried	90,162
Total mileage, or number carried one mile.....	1,699,404
Average number of miles traveled by each	18.85
Average amount received for each	\$0 51.97
Average amount <i>per mile</i> received for each.....	02.756

Freight.

Tons carried	224,875
Total movement, or tons carried one mile.....	10,574,597
Average amount received for each ton	\$0 83.985
Average amount <i>per mile</i> received for each ton.....	01.789

RECEIPTS AND DISBURSEMENTS.

RECEIPTS.

Passenger earnings	\$46,844 91
Freight	188,862 29
Mail	3,775 65
Express	823 45
Miscellaneous	423 27
	<hr/>
	\$239,639 57

DISBURSEMENTS.

Operating expenses	\$109,034 18
Taxes.....	12,185 29
On account of indebtedness and improvements L. S. and T. V. R'y.	95,459 90
Legal expenses.....	22,960 20
	<hr/> \$239,639 57

CASUALTIES TO PERSONS.

Statement for seven months ending January 31 of all accidents resulting in injuries to persons, giving extent and cause thereof:

August 5, 1874. J. Hunt, employé: fatally injured; car passed over him as train was backing into gravel pit; died same day. Want of caution.

August 19, 1874. Eddie Bullock (boy), Black River: injured; stepped on track ahead of train while switching; was knocked down, wheels passing over one of his legs, crushing it.

August 22, 1874. Benton Pilling, passenger on excursion train: fatally injured while passing Lake Station; was on steps leaning out, holding to hand-rail, looking backwards; was struck by switch target and knocked off train; died in fifteen minutes.

November 21, 1874. McGiven Cotta, brakeman: injured; had arm caught between draw-heads while coupling cars, crushing it; arm amputated. Want of caution.

December 5, 1874. Edward Ballinger, brakeman: instantly killed, one mile south of Easton; passing from one car to another while train was in motion, fell between cars. Want of caution.

[Signed]

E. B. THOMAS, *Receiver*.

DOINGS OF THE COMPANY FOR FIVE MONTHS ENDING JUNE 30.

LOCOMOTIVE AND CAR MILEAGE.

Locomotives.

Hauling passenger trains	52,915
“ freight trains	73,805
“ switching.....	16,720
“ construction and other trains.....	15,235
	<hr/> 158,675

Cars.

Passenger	111,100
Express and baggage.....	52,000
Freight	1,538,561
Caboose.....	68,820
In construction and other trains.....	Not kept.
	<hr/> 1,170,481

AMOUNT PAID FOR LOSS, DAMAGES, ETC.

For loss and damage of goods and baggage	\$7 39
For injuries, fatal and non-fatal:	
To employes.....	365 40
For animals killed—horses	5 00

FUEL CONSUMED.

Wood, 223 cords; cost, \$557.50. Coal, 3,359 tons; cost, \$4,350.39.

TRANSPORTATION.

Passengers.

Number carried	65,804
Average number carried in each car per trip	58.25
Total mileage, or number carried one mile	1,057,058
Average number of miles traveled by each	16.07
Average amount received for each	\$0 48.10
Average amount <i>per mile</i> received for each	02.995

Freight.

Tons carried	161,962
Average tons in each loaded car per trip	9.554
Total movement, or tons carried one mile	8,372,950
Average amount received for each ton	\$0 82.50
Average amount <i>per mile</i> received for each	01.596

TONNAGE CLASSIFIED.

	Tons.	Per cent.
Coal	124,617	76.94
Stone, lime, sand, etc.	3,418	2.11
Ores	9,977	6.16
Railroad iron (iron and steel rails) and pig iron	4,899	3.03
Lumber and other forest products	7,999	4.94
Live stock	157	.10
Grain	1,492	.92
Tobacco	28	.02
Flour	897	.55
Provisions (beef, pork, lard, etc.)	560	.34
Manufactures, including agricultural implements	2,331	1.43
Merchandise	4,326	2.68
Miscellaneous	1,261	.78
Total tonnage yielding revenue	161,962	100.
Supplies for company's use	2,534	

EARNINGS, OPERATING EXPENSES, Etc., FOR FIVE MONTHS ENDING JUNE 30.

EARNINGS.

Passenger transportation	\$31,651 25
Freight transportation	133,618 42
Mail service	2,022 34
Express service	656 43
All other sources of <i>income</i> , including rents, etc.	340 73
Total earnings	\$168,289 17

OPERATING EXPENSES.

Maintenance of way and structures	\$26,415 16
Maintenance of cars and motive power	14,197 26
Conducting transportation—	
Cost of running	\$26,577 95
Car service	6,230 68
	32,808 63

General expenses—

Office, stations, etc.....	\$7,874 28
Miscellaneous	2,439 62
Salaries.....	7,111 98
	<u>\$17,425 88</u>

Total operating expenses, being 53.92 per cent of earnings..... \$90,846 93

Net earnings..... \$77,442 24

AMOUNTS PER MILE (101.14) OPERATED.

Earnings.....	\$1,663 92
Operating expenses.....	898 23
Net earnings.....	765 69

OTHER RECEIPTS AND PAYMENTS WITHIN THE YEAR.

RECEIPTS OTHER THAN EARNINGS.

Included in cost of road.....	\$20,343 17
Bills payable.....	<u>19,285 00</u>
	\$39,628 17

PAYMENTS OTHER THAN OPERATING EXPENSES.

Interest on bonds, part included in cost of road.....	\$68,557 52
Construction of new work.....	12,352 10
Additional equipment, included in cost of road.....	16,532 03
Wheeling extension.....	661 30
Supplies and fuel on hand.....	<u>6,557 05</u>
	\$104,660 00

GENERAL BALANCE SHEET, JULY 1, 1875.

Taken after making all proper entries affecting or pertaining to the business and transactions of the company to date:

LIABILITIES.

Capital stock.....	\$1,055,950 00
First mortgages.....	2,180,000 00
Mortgage.....	988,921 07
Unfunded liabilities.....	110,578 95
Bills payable.....	19,285 00
Accounts payable.....	23,375 08
Income account.....	<u>77,442 24</u>
	\$4,455,552 34

ASSETS.

Construction.....	\$4,382,255 86
Interest and premiums paid.....	30,292 64
Wheeling extension.....	661 30
General supplies.....	6,281 93
Fuel.....	275 12
Accounts and bills receivable.....	12,765 60
Cash in treasury.....	<u>23,019 89</u>
	\$4,455,552 34

CASUALTIES TO PERSONS.

Statement for five months ending June 30 of all accidents resulting in injuries to persons, giving extent and cause thereof:

March 18, 1875. Henry Long, brakeman, Fulton: injured; standing on draw-head of caboose; fell and train passed over him, breaking little finger on right hand. Want of caution.

March 25, 1875. Augustus Burke, brakeman, Crawford coal mine: injured; was struck by overhead trestle and knocked off of train; one foot crushed; afterward amputated. Want of caution.

April 7, 1875. T. Crider, brakeman, Massillon: injured while coupling cars at Rolling Mill; had his arm caught between draw-heads, bruising it badly. Want of caution.

April 24, 1875. Adam Bair, brakeman, Barr's Mills: fatally injured; fell between cars and train passed over him, crushing both feet; died from effects of the accident. Want of caution.

May 13, 1875. E. Burnet, brakeman, Massillon: injured while cutting off cars; had end of thumb cut off. Want of caution.

RECAPITULATION FOR YEAR.

Killed—Passengers—from misconduct or want of caution.....	1
Employés—misconduct or want of caution.....	3
Others.....	None.
Total	4
Injured—Passengers—from misconduct or want of caution.....	None.
Employés—from misconduct or want of caution.....	5
Others—on track.....	1
Total	6

OFFICERS.

Directors—Selah Chamberlain	Cleveland, Ohio
E. B. Thomas	“ “
Hubbard Crooke	“ “
Amasa Stone	“ “
Edward Kent	New York City.
Clement Russell	Massillon, Ohio.
H. G. Brooks	Dunkirk, N. Y.
President, Selah Chamberlain	Cleveland, Ohio.
General Manager, E. B. Thomas	“ “
General Solicitor, J. W. Tyler	“ “
Auditor and Secretary, P. A. Hewitt	“ “
Treasurer, P. A. Hewitt	“ “
General Superintendent, W. W. Card	“ “
Master Mechanic, W. T. Turreff	Black River, “
Chief Engineer, W. W. Card	Cleveland, “
General Ticket Agent, W. L. Holden	“ “
General Freight Agent, W. H. Grout	“ “

State of Ohio, County of Cuyahoga, ss :

E. B. Thomas, General Manager of the Cleveland, Tuscarawas Valley and Wheeling Railway Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A D. 1875.

[Signed]

E. B. THOMAS, *General Manager.*

Subscribed and sworn to before me, this 30th day of August, A.D. 1875.

[SEAL.]

JAMES WADE, JR., *Notary Public.*

COLUMBUS, CHICAGO AND INDIANA CENTRAL RAILWAY COMPANY.

[ROAD OPERATED BY P. C. AND ST. L. R'Y CO.]

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized	\$15,000,000 00
Amount issued—common.....	13,938,972 50
Par value of shares.....	\$100
Total paid in.....	\$13,938,972 50
Increase since June 30, 1874.....	\$176,125 24
Average amount paid in per mile (580.50).....	24,012 01
Proportion for Ohio (135.90 miles).....	3,263,232 17
Stockholders, residents of Ohio, 42.	
Amount of stock held by them June 30, 1875.....	103,000 00
Location of transfer offices out of this State: Union Trust Company, 73 Broadway, N. Y.	
Number of shares transferred within the year at such agency, 99,393.	

DEBT.

First mortgage 7 per cent. bonds, due various dates.....	\$15,344,750 00
Second mortgage 7 and 10 per cent. bonds, due various dates	5,524,400 00
Convertible mortgage 7 per cent. bonds, due at pleasure of	
Company after February 1, 1890.....	3,847,000 00
Incomes, 6 and 7 per cent. bonds, due various dates.....	143,574 25
Amount of funded debt, corrected from former report.....	\$24,859,724 25
Apparent decrease since June 30, 1874.....	\$45,999 75
Amount of debt not secured by mortgage.....	79,550 16
Decrease since June 30, 1874.....	16,045 76
Total debt liabilities.....	24,939,274 41
Decrease since June 30, 1874.....	62,045 51
Average amount of debt per mile.....	42,961 71
Proportion for Ohio.....	5,838,490 52
Total of paid-in stock and debt.....	\$38,878,246 91
Total average amount per mile.....	\$66,973 72
Proportion for Ohio.....	9,101,722 69

COST OF ROAD, EQUIPMENT, ETC.

Total for road and equipment.....	\$37,628,593 19
Total average amount per mile.....	\$64,821 00
Proportion for Ohio.....	8,809,173 90

CHARACTERISTICS, ETC.

LINE OWNED BY COMPANY—MILES.

	Length.	In Ohio.
Columbus, Ohio, to Chicago, Ill	313.80	103.70
Bradford Junction, Ohio, to Indianapolis, Ind	104.20	32.20
Richmond, Ind., to Anoka Junction, Ind	102.30	.....
Logansport, Ind., to Illinois State line	60.20	.....
Total single main track	580.50	135.90
Double main track	7.30	.....
Aggregate of sidings and other tracks	72.50	24.20
Total length of rail, computed as single track	660.30	160.10

Length in Ohio, distributed as follows:

County.	Main track.	Sidings, etc.	Total.
Franklin	13.52	5.86	19.38
Madison	4.54	.67	5.21
Union	13.05	.97	14.02
Champaign	30.36	5.32	35.68
Miami	22.06	6.74	28.80
Darke	46.68	4.37	51.05
Preble	5.69	.27	5.96
Totals	125.90	24.20	160.10

Weight of rail per yard on main track, 60 lbs. Gauge of track, 57 $\frac{1}{2}$ inches.

Road in Ohio all ballasted with gravel.

BRIDGES AND TRESTLES IN OHIO.

Wood bridges, 7; greatest age, 9 years; aggregate length	1,313 $\frac{1}{2}$ feet.
Stone, 1; length	14 $\frac{1}{2}$ " ——— 1,460 feet.
Trestles, 46; greatest age, 9 years; aggregate length	3,928 "

FENCING IN OHIO.

Miles (single) built by company (total cost, \$91,760)	229.40
required to inclose road (both sides)	42.20

State reasons why not completed: The principal part of fencing unfinished is through property of parties living on line of railway who, by contract, have agreed to build and keep same in repair, but have failed to do so.

Miles of telegraph owned partly by Railroad and Western Union Telegraph Companies, 580.50; in Ohio, 135.90.

RECEIPTS AND EXPENDITURES FOR YEAR ENDING JUNE 30.

RECEIPTS.

Increase of capital stock	\$176,125 24
Lessee for rent of road, reported by them, which has all been expended to pay interest on bonds	590,587 31
	<hr/> \$766,712 55

EXPENDITURES.

Interest on bonds (paid and reported by lessee and includes

\$49.94 advances).....	\$590,637 25
Added to cost of roadway, etc. ^a	164,456 82
Floating debt liquidated.....	16,015 76
	<hr/> \$771,139 83

GENERAL BALANCE SHEET, JULY 1, 1875.

Taken after making all proper entries affecting or pertaining to the business and transactions of the company to date.

LIABILITIES.

Capital stock.....	\$13,938,972 70
Funded debt.....	24,859,724 25
Bills payable.....	79,550 16
	<hr/> \$38,878,246 91

ASSETS.

Construction, equipment, etc.....	\$37,628,794 49
Real estate, etc.....	1,197,353 72
Convertible mortgage bonds.....	58,000 00
	<hr/> \$38,878,246 91

OFFICERS.

Directors—Adrian Iselin.....	New York City.
W. Whiteright, Jr.....	"
F. R. Fowler.....	"
Henry Morgan.....	"
John Bloodgood.....	"
A. W. Greenleaf.....	"
Alex. Taylor, Jr.....	"
Lawrence Wells.....	"
J. Nelson Tappan.....	"
John B. Thompson.....	"
J. T. Thomas.....	Philadelphia, Pa.
John S. Newman.....	Indianapolis, Ind.
J. N. Converse.....	Union City, Ind.
John Gardiner.....	Norwalk, Ohio.
B. E. Smith.....	Columbus, Ohio.
President, B. E. Smith.....	"
Treasurer and Secretary, Gordon Moodie.....	"

State of Ohio, County of Franklin, ss:

Gordon Moodie, Secretary of the Columbus, Chicago and Indiana Central Railway Company, being duly sworn, deposes and says that having carefully examined the fore-

^a Bonds of original companies convertible under terms of consolidation, constituting part of original cost of line, etc.

going statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1875.

[Signed]

GORDON MOODIE, *Secretary*.

Subscribed and sworn to before me, this 13th day of August, A.D. 1875.

[Seal.]

H. G. DENNISON, *Notary Public*.

REPORT OF THE PITTSBURGH, CINCINNATI AND ST. LOUIS RAILWAY COMPANY, OPERATING.

LINE OPERATED (EMBRACED IN THIS REPORT)—MILES.

Columbus, Ohio, to Indianapolis, Indiana	187.30	
Bradford, Ohio, to Chicago, Illinois	230.70	
Richmond Junction, Indiana, to Anoka Junction, Indiana.....	102.30	
Peoria Junction to State line	60.20	
	<u>580.50</u>	
Double main track	7.30	
Aggregate of sidings and other tracks.....	72.5	
	<u>79.80</u>	
		660.30

CHARACTERISTICS, ETC.

Weight of rail on main track, 60 lbs. Gauge of track, $57\frac{1}{2}$ inches.

STATIONS, ETC.

Passenger and freight—entire line.....	125	In Ohio, 33
Water and fuel—entire line.....	40	“ 9
Telegraph offices in stations—entire line	71	“ 16

RAILROADS CROSSED AT GRADE IN OHIO.

Columbus, Springfield and Cincinnati—Columbus.

Columbus and Hocking Valley—Columbus.

Cleveland, Columbus, Cincinnati and Indianapolis—Milford Center.

Cincinnati, Sandusky and Cleveland—Urbana.

Atlantic and Great Western—Urbana.

Dayton and Michigan—8-10 of a mile east of Piqua.

Dayton and Union—Greenville.

Do all trains on your road stop at these crossings? Yes.

Are flagmen stationed at each? As far as possible they are.

Are your time-tables arranged to secure running connections with roads named?
Where practicable they are.

Number of highways crossed at grade in Ohio, 145.

Miles of telegraph on line of road	580.50	In Ohio, 135.90
Number of telegraph stations operated by company.....	79	“ 19
Number operated jointly with telegraph company	19	“ 11

ROLLING STOCK.

Locomotives, with tenders.....	163; average weight, in working order.	80,500 lbs.
Express and baggage cars.....	30; “	26,000 lbs.
Passenger cars	65; “	33,270 lbs.
Drawing-room and sleeping cars.	8; “	60,000 lbs.
Freight cars	1,456; “	17,500 lbs.
Other cars	52; “	18,000 lbs.

NOT OWNED BY LESSOR COMPANY (INCLUDED ABOVE).

Locomotives and tenders, 38. Owned by Pennsylvania Company, 10; Pittsburgh, Cincinnati and St. Louis Company, 28.

Drawing-room and sleeping cars, 8. Owned by Pullman Palace Car Company.

State terms of service:

For the 10 engines belonging to Pennsylvania Company, 10 per cent. per annum on cost.

For the 28 engines belonging to Pittsburgh, Cincinnati and St. Louis Company, 7 per cent. per annum on cost.

The railway company keeps the sleeping cars in running order and has the use of them for its passengers.

The Pullman Palace Car Company renews the bedding and upholstery, and receives pay for the use of berths.

Average number of cars (including baggage cars) in passenger cars 5

Average number of cars in freight trains..... 18

Kind of brake in use on passenger cars: Westinghouse air-brake and hand-brake.

State method of bridging between passenger cars, when two or more are run in trains: Movable wooden bridge.

Are all cars run on your road heated and lighted as prescribed by act passed May 4, 1863 (66 Ohio Laws, 94)? As far as practicable.

State method of heating passenger, sleeping, parlor and drawing-room cars run on your road:

Passenger cars by wood and coal stoves and Spears & Drupp's heaters; sleeping, parlor and drawing-room cars by Baker's patent car-warmer.

Means of lighting the same: Candles.

Number of persons employed by company, 3,280; proportion for Ohio, 982.

SPEED OF TRAINS—MILES PER HOUR.

Express passenger—highest rate allowed.....	45; average, including stops.....	30
Mail and accommodation— “	40; “	20
Freight trains— “	15; “	10

RATES FOR TRANSPORTATION.

PASSENGERS.

Fare charged per mile:

	Highest.	Lowest.
For the shortest distance carried (8 miles) .....	.04 cents.	.04 cents.
more than 8 and less than 30 miles.....	.03 “	.03 “
more than 30 miles and less than entire length of main road		
in Ohio .....	.03 “	.03 “
through passengers.....	.03 “	.01 “

Is there an addition to ticket rates if fare is paid on trains? No.

Amount charged in addition to regular fares in sleeping or other cars run on your road :
 For seat, 25 cents to \$1.00; berths, \$2.00 to \$2.50; section, \$4.00 to \$5.00; state-room,
 \$7.00 to \$9.00, according to distance.

FREIGHT.

Rate charged per ton per mile :

	Highest.	Lowest.
For the shortest distance carried (8 miles)	20 cents.	7.50 cents.
more than 8 and less than 30 miles	9.29 "	5 "
more than 30 miles and less than entire length of main road		
in Ohio	4.90 "	2.25 "
through freight	2. "	.80 "

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road ? Adams, American and United States.

State terms :

Adams, in contract with lessee.

The American, between Richmond and Chicago, for which it pays \$66.00 per day.

The United States, between Columbus and Chicago, Columbus and Indianapolis, and
 Logansport and Illinois State Line, paying \$34.00 per day.

For the rates named each company is allowed to carry 4,000 pounds each way daily ;
 in case of excess to pay therefor one and one-half first-class freight rates between the
 points named.

What freight, transportation and other special lines run on your road ?

Union Line.

State terms as to rates, use of track, machinery, repairs of cars, etc., with each :

See contract with lessee.

Name and post-office address of the principal agent or officer of each line in Ohio :

Adams Express Company, Alfred Gaither, Resident Manager, Cincinnati.

American Express Company, H. S. Julier, Superintendent, Cleveland.

United States Express Company, C. C. Williamson, Agent, Columbus.

Union Line, D. S. Gray, Western Manager, Columbus.

DOINGS OF THE YEAR ENDING JUNE 30.

Miles road re-ballasted in Ohio, 150 with gravel.

of fence built in Ohio (cost per rod, \$1.00)	11.50
of re-rolled iron rail laid (in Ohio, 34.90)	46.25

LOCOMOTIVE AND CAR MILEAGE.

Locomotives.

Hauling passenger trains	1,076,800
freight trains	2,924,120
construction and other trains	82,533
	<hr/>
	\$4,083,713

Cars.

Passenger	2,929,153
Express and baggage	1,249,770
Freight	27,610,307
Caboose	1,933,296
In construction and other trains	331,172
Empty cars	8,432,477
	<hr/>
	42,526,175

AMOUNT PAID FOR LOSS, DAMAGES, ETC.

For loss and damage of goods and baggage	\$11,001 06
For injuries in Ohio, fatal and non-fatal:	
To passengers	\$500 00
To employes	2,226 75
To others	265 95
	<hr/>
For animals killed in Ohio—7 horses	\$817 00
2 mules	200 00
46 cattle	987 55
2 sheep	5 10
	<hr/>
	\$2,009 55

Amount claimed, unsettled, and in litigation for injuries in Ohio to persons: Unknown.

FUEL CONSUMED.

Wood, 46,778 6-8 cords: cost, \$161,078.69. Coal, 92,583½ tons: cost, \$179,625.19.

TRANSPORTATION.

Passengers.

Number carried—local	633,953	
through	75,877	
	<hr/>	709,830
Average number carried in each car per trip		25 to 35
Total mileage, or number carried one mile		34,303,767
Average number of miles traveled by each		48.32
Average amount received for each		\$1 36.03
Average amount per mile received for each		02.815

Freight.

Tons carried—local	823,266	
through	528,757	
	<hr/>	1,351,823
Average tons in each loaded car per trip		6 to 8
Total movement, or tons carried one mile		234,437,446
Average amount received for each ton		\$1 91.50
Average amount per mile received for each ton		01.104

TONNAGE CLASSIFIED.

	Tons.	Per cent.
Coal	205,508	15.2
Stone, lime, sand, etc.	28,133	2.1
Petroleum	3,077	.3
Ores	2,508	.2
Pig and bloom iron	11,717	.8
Railroad iron (iron and steel rails)	3,921	.3
Other iron and castings	32,521	2.4
Lumber and other forest products	182,504	13.5
Live stock	76,235	5.6
Grain	240,802	20.8
Other agricultural products	80,969	6.
Flour	66,918	4.9

GENERAL BALANCE SHEET, JULY 1, 1875.

Taken after making all proper entries affecting or pertaining to the business and transactions of the line to date.

LIABILITIES.

To stock of supplies received from P. C. and St. L. Co. March 31, 1875		\$295,598 13
Amount due other companies.....		69,689 55
Amount due for current expenditures		355,132 68
Balance.....		198,505 65
		<hr/> \$918,926 01

ASSETS.

By supplies on hand.....	\$132,078 53
Amount due by other companies.....	366,676 87
Cash on hand.....	257,739 60
Amount due by station agents and conductors.....	145,363 05
Miscellaneous assets.....	17,067 96
	<hr/> \$918,926 01

CASUALTIES TO PERSONS IN OHIO.

Statement for the year ending June 30 of all accidents resulting in injuries to persons, giving extent and cause thereof:

July 5, 1874. Frank Maley, passenger, Urbana: injured: arm broken in two places: had arm out of car window. Want of caution.

August 12, 1874. Michael Maher, citizen, Conover: injured; supposed to have been run over while trying to get on freight train; arm and leg crushed; arm amputated. Was under influence of liquor.

August 18, 1874. John Rifley, brakeman, Columbus: injured; right arm squeezed while coupling cars. Want of caution.

September 4, 1874. James Conners, boot-black, Milford Centre: injured: foot smashed in trying to get on train while in motion.

October 5, 1874. John Parker, brakeman, Columbus: injured; left foot smashed by falling between cars. Want of caution.

October 9, 1874. William Davis, car-washer, Columbus: killed; tripped and fell before engine. Want of caution. Inquest held by P. A. Eagan. Verdict: "He came to his death by his own unavoidable carelessness, by engine 189 running over him, he crossing the track behind the engine as it was backing up."

November 7, 1874. Charles Quigley, brakeman, Columbus: injured; left hand smashed while coupling cars. Want of caution.

December 2, 1874. Patrick Riley, wiper, Urbana: killed; fell from engine and was run over. Cause beyond control. Inquest held—D. M. Vance, Coroner. Verdict: "He came to his death from injuries received from a car which ran off the track of the Pan-Handle Railroad at Urbana on the evening of December 2, 1874, the occurrence being purely accidental, and not the fault of any one."

December 2, 1874. C. P. Kerr, brakeman, New Madison: injured; squeezed through the body while coupling cars. Want of caution.

January 5, 1875. M. D. Murphy, brakeman, Columbus: injured; car ran over his leg and foot while coupling cars. Cause beyond his control.

January 5, 1875. John Tratt, brakeman, Milford Centre: injured; hand smashed while coupling cars. Want of caution.

January 24, 1875. Ira Byers, brakeman, Columbus: injured; arm cut off while coupling cars. Want of caution.

February 2, 1875. Patrick Welsh, citizen, Columbus: injured; severely bruised by being caught between two cars while standing between them.

February 4, 1875. In wreck at Weaver's the following employés were injured:

George Flew, engineer: internal injuries, and head and shoulders bruised. Want of caution.

William Deviney, brakeman: ankle broken. Cause beyond his control.

J. L. Adams, brakeman: head badly bruised. Cause beyond his control.

W. B. Commons, conductor: head cut and badly bruised. Cause beyond his control.

February 10, 1875. D. W. Moses, brakeman, Urbana: injured; thumb smashed while coupling cars. Want of caution.

March 7, 1875. John Baker, brakeman, Milford Centre: injured; right arm broken while coupling cars. Want of caution.

March 18, 1875. Robert Burns, switchman, Bradford: injured; hand smashed while coupling cars. Want of caution.

March 29, 1875. C. F. Cooke, brakeman, Columbus: injured; squeezed through the hips while coupling cars. Want of caution.

May 9, 1875. Michael Krentzer, brakeman, Unionville: killed by falling from train. Want of caution. No inquest.

RECAPITULATION.

Killed—Passengers	None.	
Employés—from causes beyond their control	1	
misconduct or want of caution	2	
Others	None.	3
Total		3
Injured—Passengers—from misconduct or want of caution		1
Employés—from causes beyond their control	4	
misconduct or want of caution	11	
Others—at stations and highway crossings	1	15
stealing rides	2	
Total		19

OFFICERS OF LESSEE.

Directors—Thomas A. Scott	Philadelphia, Pa.
George B. Roberts	“ “
Josiah Bacon	“ “
Wistar Morris	“ “
Strickland Kneass	“ “
H. H. Houston	“ “
Thomas L. Jewell	“ “
J. N. McCullough	Pittsburgh, “
William Thaw	“ “
Robert Sherrard, Jr.	New York City.
David S. Gray	Columbus, Ohio.
George W. Adams	Dresden, “
Alfred Gaither	Cincinnati, “

President, Thomas A. Scott	Philadelphia, Pa.
2nd Vice-President, William Thaw	Pittsburgh, "
3rd Vice-President, J. N. McCullough	" "
Comptroller, Thos. D. Messler	" "
Acting Auditor, John W. Renner	" "
Secretary, W. H. Barnes	" "
Treasurer, M. C. Spencer	" "
General Counsel, John Scott	" "
General Manager, D. W. Caldwell	Columbus, Ohio.
Chief Engineer, M. J. Becker	" "
General Ticket Agent, W. L. O'Brien	" "
General Freight Agent, William Stewart	Pittsburgh, Pa.
General Purchasing Agent, William Mullins	" "
General Baggage Agent, J. S. Shackelford	Columbus, Ohio.

State of Pennsylvania, County of Allegheny, ss:

Thos. D. Messler, Comptroller of the Pittsburgh, Cincinnati and St. Louis Railway Company, operating the Columbus, Chicago and Indiana Central Railway, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1875.

[Signed]

THOS. D. MESSLER, *Comptroller*.

Subscribed and sworn to before me, this 7th day of September, A.D. 1875.

[SEAL.]

FRANK SEMPLE, *Notary Public*.

COLUMBUS AND HOCKING VALLEY RAILROAD COMPANY.

[ROAD ALL IN OHIO.]

LINE OPERATED—MILES.

Columbus to Athens	76
Logan to New Straitsville	13
	<u>89</u>
Aggregate of sidings and other tracks	23.11
Total length of track	<u>112.11</u>

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized	\$2,500,000 00
Amount issued	1,921,000 00
Par value of shares	\$50 00
Total paid in—common	\$1,921,000 00
Increase since June 30, 1874	\$65,750 00
Average amount paid in per mile (89)	21,584 27
Stockholders, residents of Ohio, 411.	
Amount of stock held by them June 30, 1875	1,721,450 00
Location of transfer offices out of this State: None.	

DEBT.

First mortgage 7 per cent. bonds, due October, 1897	\$1,500,000 00
Branch mortgage 7 per cent. bonds, due July, 1880	300,000 00
Second mortgage 7 per cent. bonds, due January, 1892	670,000 00
Amount of funded debt	<u>\$2,470,000 00</u>
Increase since June 30, 1874	\$36,000 00
Amount in hands of trustees of sinking fund for redemption	58,120 00
Unfunded debt contracted for construction, equipment or real estate	20,424 97
Unfunded debt contracted for other purposes	1,004 98
Current credit balances	<u>37,485 07</u>
Amount of debt not secured by mortgage	\$59,815 02
Decrease since June 30, 1874	\$20,392 86
Cash, securities, debit balances, etc., available to payment	16,539 11
Total debt liabilities	2,529,815 02
Increase since June 30, 1874	15,607 14
Average amount of debt per mile	28,424 80
Total of paid-in stock and debt	<u>\$4,450,815 02</u>
Total average amount per mile	50,009 16

COST OF ROAD, EQUIPMENT, ETC.

CONSTRUCTION OF ROAD.

Right of way and fencing	\$118,745	50
Grading, masonry, bridging and superstructure, including rails	2,681,189	91
Stations, engine and car-houses, machine-shops, etc.	164,601	28
Telegraph	4,279	61
Interest and discount paid during construction	315,675	72
Engineering, salaries and other expenses paid during same period	89,459	71
Total expenditures for construction	\$3,373,951	73
Average cost per mile, not including sidings	\$37,909	57

EQUIPMENT.

Locomotives, 31	\$403,000	00
Passenger, express and baggage cars, 12	46,791	30
Freight, construction and other cars, 1,213	807,760	67
Machinery, hand-cars, tools, etc.	5,000	00
Total expended for equipment	\$1,262,551	97
Average amount per mile (89) operated	\$14,185	98
Total for road and equipment	\$4,636,503	70
Total average amount per mile	52,095	55
Value of real estate owned, exclusive of roadway	135,854	57

CHARACTERISTICS, ETC.

LINE OWNED BY COMPANY—MILES.

Columbus to Athens	76
Logan to New Straitsville	13
Aggregate of sidings and other tracks	89
Total length of rail, computed as single track	23.11
All in Ohio, and distributed as follows:	

County.	Main track.	Branches.	Sidings, etc.	Total.
Franklin	16	.....	8.58	24.58
Fairfield	24	.....	3.99	27.99
Hocking	19	11	4.10	34.10
Athens	17	.....	3.49	20.49
Perry .....	.....	2	2.95	4.95
Totals	76	13	23.11	112.11
Laid with steel rail	44	.....	.....	44

Weight of rail per yard on main track, iron, 56 pounds; steel, 60 pounds; gauge of track, $57\frac{1}{2}$ inches.

All ballasted with gravel and broken stone.

BRIDGES AND TRESTLES.

Wood bridges, 10; greatest age, $7\frac{1}{2}$ years; aggregate length..	2,215	feet.
Iron, " 5; " $1\frac{1}{2}$ " " " ..	721	$\frac{1}{2}$ "
Combination bridges, 4; " 37-12 " " " ..	401	" "
	3,337	$\frac{1}{2}$ feet

Bridges built within the year ending June 30, 1875 (included in the above), as follows :

Location.	Construction.	Material.	Length—feet.
Carroll (canal),	Keystone Bridge Company,	Iron,	52½
Logan (river),	Keystone Bridge Company,	Iron,	178

Trestles, 38 ; aggregate length, 3,365 feet ; greatest age, 7 years.

FENCING.

Miles (single) built by company (total cost, \$24,758.90)	51.50
included in right of way	113.50
built within the year ending June 30, 1875	None.
required to inclose road (both sides) about	13.

State reasons why not completed : In hands of the owners of the land, who have failed to fence.

STATIONS, ETC.

Passenger and freight	23
Water and fuel	15
Telegraph offices in stations.....	16

RAILROADS CROSSED AT GRADE.

Little Miami Division, Pittsburgh, Cincinnati and St. Louis—Columbus.

Cincinnati and Muskingum Valley Division—Lancaster.

Columbus, Chicago and Indiana Central Division (spur track crossing)—Columbus.

Pittsburgh, Cincinnati and St. Louis Division (spur track crossing)—Columbus.

Cincinnati, Sandusky and Cleveland (spur track crossing)—Columbus.

Do all trains on your road stop at these crossings? Yes.

Are flagmen stationed at each? At Little Miami crossing.

Are your time-tables arranged to secure running connections with roads named? As much so as possible.

Number of highways crossed at grade	75
Miles of telegraph on line of road owned by company jointly	89
Number of telegraph stations operated by company.....	5
Number operated jointly with telegraph company	11

ROLLING STOCK.

Locomotives, with tenders.....	31 ;	average weight, (in working order) ..	105,190 lbs.
Express and baggage cars	3 ;	“	28,000 lbs.
Passenger cars	9 ;	“	33,000 lbs.
Freight cars	2077 ;	“	16,200 lbs.
Caboose cars.....	13 ;	“	16,900 lbs.

NOT OWNED BY COMPANY (INCLUDED ABOVE).

Freight cars, 877 ; owned by coal operators and miners on our line.

State terms of service: One cent. per mile mileage, loaded and empty.

Average number of cars (including baggage cars) in passenger trains.....	77
Average number of cars in freight trains	30

Kind of brake in use on passenger cars: Westinghouse air-brake and platform brakes.

Method of bridging between passenger cars when two or more are run in trains. By planks.

Are all cars run on your road heated and lighted as prescribed by act passed May 4, 1869 (66 Ohio Laws, 94)? Yes.

State method of heating passenger cars run on your road: Winslow patent car stove.

Means of lighting same: Candles.

Number of persons employed by company, 480.

SPEED OF TRAINS—MILES PER HOUR.

Express passenger—highest rate allowed, 30; average, including stops.....	20
Freight, “ “ 15; “ “	12

RATES FOR TRANSPORTATION.

PASSENGERS.

Fare charged per mile:

	Highest.	Lowest.
For the shortest distance carried (2 miles).....	.05 cents.	.05 cents.
More than 2 and less than 30 miles.....	.03 “	.02.77 “
More than 30 miles and less than entire length of main road...	.03 “	.02.95 “
Through passengers .....	.03 “	.02.25 “

Is there an addition to ticket rates if fare is paid on trains? No.

Amount charged in addition to regular fares in sleeping or other cars? None on our road.

FREIGHT.

Rate charged per ton per mile:

	Highest.	Lowest.
For the shortest distance carried, none less than five miles.		
More than 5 and less than 30 miles .....	.05 cents.	.03 cents.
More than 30 miles and less than entire length of main road...	.04 “	.01 “
Through freight .....	.02.25 “	.01 “

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road? Adams Express.

State terms: \$100 per month for use of car and service of baggage-master; 25 cents per 100 lbs. for freight transported less than 30 miles; 35 cents per 100 lbs. for freight transported over 30 miles.

What freight, transportation, and other special lines run on your road? None.

DOINGS OF THE YEAR ENDING JUNE 30.

RAIL LAID.

Steel rail, weight 60 pounds per yard.....	6 miles.
--	----------

LOCOMOTIVE AND CAR MILEAGE.

Locomotives.

Hauling passenger trains	97,911	
freight trains	303,461	
mixed trains.....	21,206	
construction and other trains, including switching.....	167,905	
	<hr/>	590,483

Cars.

Passenger.....	228,535	
Express and baggage	100,004	
Freight	4,237,359	
Caboose.....	271,654	
In construction and other trains	101,000	
Empty cars	2,824,906	
	<hr/>	7,763,458

AMOUNT PAID FOR LOSS, DAMAGES, ETC.

For loss and damage of goods and baggage	\$195 43
For injuries, fatal and non-fatal:	
To employes and others.....	415 00
For animals killed:	
2 horses	\$250 00
18 cattle	335 50
2 sheep	7 50
7 hogs	40 00
	<hr/>
	633 00
Amount claimed, unsettled, and in litigation for injuries to persons	20,000 00

FUEL CONSUMED.

Wood, about 500 cords. Coal, 15,704 4-5 tons; cost, \$19,631.

TRANSPORTATION.

Passengers.

Number carried—local.....	156,211	
through	3,344	
	<hr/>	159,555
Average number carried in each car per trip.....		43
Total mileage, or number carried one mile		3,829,340
Average number of miles traveled by each		24
Average amount received for each.....		\$0 72
Average amount per mile received for each		03

Freight.

Tons carried—local.....	753,100	
through.....	1,754	
	<hr/>	754,854
Average tons in each loaded car per trip.....		11.6
Total movement, or tons carried one mile.....		39,228,385
Average amount received for each ton		\$0 96.556
Average amount per mile received for each ton		01.858

TONNAGE CLASSIFIED.

	Tons.	Per cent.
Coal.....	681,888	90.4
Stone, lime, sand, etc	7,433	1.
Iron ore	4,582	.6
Pig iron	14,544	1.9
Lumber and other forest products.....	9,200	1.2
Live stock	1,608	.2
Grain and flour	8,759	1.2
Salt	2,375	.3
Miscellaneous	24,465	3.2
	<hr/>	
Total tonnage yielding revenue	754,854	100
Supplies for company's use	4,397	

GENERAL BALANCE SHEET, JULY 1, 1875,

Taken after making all proper entries affecting or pertaining to the business and transactions of the line and company to date.

LIABILITIES.

Capital stock.....	\$1,921,000 00
Bonds issued (30 year 7 per cent. 1st mortgage)	1,500,000 00
“ (10 “ 7 “ 2d “)	300,000 00
“ (20 “ 7 “ 2d “)	670,000 00
Due to agents.....	12,336 80
Due connecting roads.....	100 09
Bills payable.....	22,329 95
Due individuals	37,378 06
Dividends unpaid	1,058 50
Contingent account.....	304,173 60
	<hr/> \$4,768,377 00

ASSETS.

Right of way and fencing.....	\$118,745 50
Construction—main line.....	2,803,495 81
Straitsville branch.....	251,677 50
Snow Fork and Monday Creek branches	21,036 85
Equipment.....	1,262,551 97
Real estate.....	135,854 51
Telegraph line	4,279 61
Tools and machinery	29,782 58
Steam excavator	9,079 37
Sinking fund.....	58,120 00
Cash on hand	53,622 56
Bills receivable.....	2,213 97
Due from agents	2,009 68
“ connecting roads	14,174 25
“ individuals	1,732 84
	<hr/> \$4,768,377 00

CASUALTIES TO PERSONS.

Statement for the year ending June 30 of all accidents resulting in injuries to persons, giving extent and cause thereof:

October 7, 1874. George Saylor, brakeman, Columbus yard: caught his foot in frog and was run over by engine; died from effects of injuries received. No inquest. No fault of railroad company.

October 8, 1874. Charles Greff, brakeman, Columbus yard: run over by a car and killed. Inquest held; P. Egan, coroner. Verdict: “Came to his death while in discharge of his duties; cause purely accidental; no blame attached to railroad company.”

January 8, 1875. Man, name unknown, near Lancaster: had both feet mashed while trying to steal a ride; injuries not fatal.

June 18, 1875. George Mullen, coal miner, three-fourths of a mile east of Logan: he was sitting on the track asleep and was run over; died from effects of injuries received. Every effort was made to stop the train as soon as he was seen. No inquest.

RECAPITULATION.

Killed—Passengers	None.	
Employés—from want of caution.....	2	
Others—on track	1	
	<hr/>	3
Injured—Passengers	None.	
Employés.....	None.	
Others—stealing ride.....	1	
	<hr/>	1

OFFICERS.

Directors—M. M. Greene	Columbus, Ohio.
Wm. G. Deshler.....	“ “
Henry C. Noble	“ “
W. B. Brooks	“ “
Isaac Eberly.....	“ “
C. P. L. Butler.....	“ “
John L. Gill	“ “
Benjamin S. Brown	“ “
P. W. Huntington.....	“ “
H. Wm. Jaegar	“ “
John D. Martin.....	Lancaster, “
C. H. Rippey	Logan, “
S. W. Pickering.....	Athens, “
President, M. M. Greene.....	Columbus, Ohio.
Solicitor, James A. Wilcox	“ “
Auditor, T. J. Janney	“ “
Treasurer and Secretary, J. J. Janney	“ “
Superintendent, George R. Carr	“ “
Master Mechanic, Horace S. Wallace.....	“ “
Chief Engineer, W. H. Jennings.....	“ “
General Ticket and Freight Agent, W. A. Mills.....	“ “

State of Ohio, County of Franklin, ss:

M. M. Greene, President of the Columbus and Hocking Valley Railroad Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1875.

[Signed]

M. M. GREENE, *President.*

Subscribed and sworn to before me, this 25th day of August, A.D. 1875.

[SEAL.]

F. H. MEDARY, *Notary Public.*

COLUMBUS, SPRINGFIELD AND CINCINNATI RAILROAD COMPANY.

[ROAD ALL IN OHIO—OPERATED BY CIN., SAN. AND CLEVE. R.R. CO.]

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized	\$1,000,000 00
Par value of shares	\$50 00
Total paid in and issued—common	\$1,000,000 00
Average amount paid in per mile (44.37).....	\$22,537 75
Stockholders residents of Ohio, 4.	
Amount of stock held by them June 30, 1875: 121 shares.	

DEBT.

First mortgage 7 per cent. bonds, due September 1, 1901.....	\$1,000,000 00
Amount of debt not secured by mortgage.....	6,150 00
Decrease since June 30, 1874	\$2,120 00
Total debt liabilities.....	1,006,150 00
Average amount of debt per mile	22,676 36
<hr/>	
Total of paid-in stock and debt	\$2,006,150 00
Total average amount per mile.....	\$45,214 11

COST OF ROAD, EQUIPMENT, Etc.

CONSTRUCTION OF ROAD.

Total for construction, based on par value of stock and bonds	\$2,000,000 00
Average cost per mile, not including sidings	\$45,075 50

EQUIPMENT.

None.

CHARACTERISTICS, Etc.

LINE OWNED BY COMPANY—MILES.

Single main track—Springfield to Columbus	44.37
Aggregate of sidings and other tracks.....	2.
<hr/>	
Total length of rail, computed as single track	46.37
All in Ohio, and distributed as follows:	

County.	Main track.	Sidings.	Total.
Clarke	14.50	....	14.50
Madison	15.06	.50	15.56
Franklin	14.81	1.50	16.31
<hr/>		<hr/>	
Totals.....	44.37	2.	46.37

RECEIPTS AND EXPENDITURES FOR YEAR ENDING JUNE 30.

RECEIPTS.

Lessee for rent of road.....	\$20,000 00
------------------------------	-------------

EXPENDITURES.

Interest on bonds.....	\$70,000 00
Dividends: None ever declared.	
Additional real estate.....	4,956 40
	<hr/>
	\$74,956 40

GENERAL BALANCE SHEET, JULY 1, 1875,

Taken after making all proper entries affecting or pertaining to the business and transactions of the company to date.

LIABILITIES.

Capital stock.....	\$1,000,000 00
First mortgage 7 per cent. bonds.....	1,000,000 00
Bills payable.....	6,150 00
Profit and loss.....	40,831 31
	<hr/>
	\$2,046,984 31

ASSETS.

Railway—cost based upon par value of securities.....	\$2,000,000 00
Real estate.....	12,664 40
Individual accounts.....	1,624 79
Cincinnati, Sandusky and Cleveland Railroad Co.....	32,695 12
	<hr/>
	\$2,046,984 31

OFFICERS.

Directors—J. S. Farlow.....	Boston, Mass.
J. D. Farnsworth.....	“ “
N. W. Pierce.....	“ “
J. C. Buxton.....	Springfield, Ohio.
Geo. J. Anderson.....	Sandusky, “
J. D. Chamberlin.....	“ “
J. L. Moore.....	“ “
President—J. S. Farlow.....	Boston, Mass.
Vice-President—J. D. Farnsworth.....	“ “
Treasurer and Secretary—J. L. Moore.....	Sandusky, Ohio.

State of Ohio, County of Erie, ss :

J. L. Moore, Secretary and Treasurer of the Columbus, Springfield and Cincinnati Railroad Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1875.

(Signed)

J. L. MOORE,

Secretary and Treasurer.

[Attestation omitted.]

COLUMBUS AND TOLEDO RAILROAD COMPANY.

PROPOSED LINE—ALL IN OHIO.

From Columbus, via Marion, to Toledo..... 121.70 miles.
 No portion of line graded.

CONSTRUCTION ACCOUNT.

All expenditures for construction, etc., up to June 30, 1875, inclusive:

Civil engineering.....	\$20,490 29	
Interest and discount.....	16,337 50	
Contingent expenses, procuring right of way, etc.....	12,579 75	
Depot grounds at Toledo.....	64,700 00	
		\$114,107 54

STOCK AND DEBT.

CAPITAL STOCK.		
Amount authorized.....	\$2,500,000 00	
Amount subscribed.....	1,024,550 00	
Par value of shares.....	\$50 00	
Amount paid in—common.....		\$73,235 00
Increase since June 30, 1874.....	7,270 00	
Stockholders residents of Ohio, 1,800.		
DEBT.		
Unfunded debt contracted for real estate.....		\$45,060 84
Decrease since June 30, 1874.....	\$9,959 16	
Total of paid-in stock and debt.....		\$118,295 84

RECEIPTS AND EXPENDITURES FOR THE YEAR ENDING JUNE 30.

RECEIPTS.		
Payments on capital stock.....	\$7,270 00	
Rent from land at Toledo.....	410 98	
		\$7,680 98
EXPENDITURES.		
Floating debt liquidated.....	\$9,959 16	
Taxes.....	185 47	
General expenses of organization, etc.....	4,321 42	
		\$14,466 05

GENERAL BALANCE SHEET, JULY 1, 1875,

Taken after making all proper entries affecting or pertaining to the business and transactions of the line and company to date :

LIABILITIES.		
Capital stock.....	\$73,235 00	
Bills payable.....	45,060 84	
Income from rent.....	773 48	
		\$119,069 32

ASSETS.

Real estate.....	\$64,700 00	
Right of way, engineering, and other expenses.....	33,070 04	
Interest and discount	16,337 50	
Due from individuals	35 00	
Cash on hand.....	4,926 78	
	<hr/>	\$119,069 32

OFFICERS.

Directors—M. M. Greene	Columbus, Ohio.
Wm. G. Deshler	“ “
David S. Gray	“ “
Benjamin E. Smith	“ “
John Greenleaf	“ “
P. W. Huntington	“ “
Henry C. Noble.....	“ “
John D. Van Deman	Delaware, “
A. H. Kling	Marion, “
McD. M. Carey.....	Carey, “
Sammel M. Young.....	Toledo, “
Abner L. Backus.....	“ “
Horace S. Wallbridge	“ “
President—M. M. Greene	Columbus, Ohio.
General Solicitor, Treasurer and Secretary—James A. Wilcox.....	“ “
Chief Engineer—Phil. D. Fisher	“ “

State of Ohio, County of Franklin, ss :

James A. Wilcox, Secretary of the Columbus and Toledo Railroad Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1875.

(Signed)

JAMES A. WILCOX, *Secretary.*

Subscribed and sworn to before me, this 25th day of October, A.D. 1875.

[SEAL.]

F. H. MEDARY, *Notary Public.*

COLUMBUS AND XENIA RAILROAD COMPANY.

[ROAD ALL IN OHIO—OPERATED BY THE PITTS., CIN. AND ST. LOUIS RAILWAY COMPANY.]

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized	\$1,800,000 00	
Amount issued	1,768,200 00	
Par value of shares.....	\$50 00	
Total paid in—common		\$1,786,200 00
Average amount paid in per mile (54.42).....	32,822 49	
Stockholders, residents of Ohio, 230.		
Amount of stock held by them June 30, 1875.....	1,445,050 00	
Location of transfer offices out of this State: None.		

DEBT.

First mortgage 7 per cent. bonds, due September 1, 1890.....		\$302,000 00
Average amount of debt per mile	\$5,549 43	
Total of paid-in stock and debt.....		\$2,088,200 00
Total average amount per mile.....	\$38,371 92	

COST OF ROAD, EQUIPMENT, Etc.

CONSTRUCTION OF ROAD.

Total expenditures for construction	\$1,493,146 00	
Average cost per mile, not including sidings	\$27,437 45	
Value of real estate owned, exclusive of roadway: None.		

CHARACTERISTICS, Etc.

LINE OWNED BY THE COMPANY—MILES.

Single main track, Columbus to Xenia	54.42	
Aggregate of sidings and other tracks.....	13.72	
Total length of rail, computed as single track	68.14	

All in Ohio, and distributed as follows:

County.	Main track.	Sidings, etc.	Total.
Franklin	13	2.71	15.71
Madison	18.75	7.61	26.36
Clarke	9.68	1.02	10.70
Greene	12.99	2.38	15.37
Totals.....	54.42	13.72	68.14

RECEIPTS AND EXPENDITURES FOR YEAR ENDING JUNE 30.

RECEIPTS.

Lessee for rent of road	\$142,896 00	
interest on bonds, etc.....	21,140 00	
expense of organization	2,500 00	
	<hr/>	\$166,536 00
All other sources of income for the year	8,634 20	
	<hr/>	\$175,170 20

EXPENDITURES.

Interest on bonds.....	\$21,140 00	
United States 5 per cent. bonds, \$4,000, at 112.....	4,480 00	
Dividends, rate 8.40 per cent. on stock.....	150,040 80	
General expenses of organization.....	2,500 00	
	<hr/>	\$178,130 80

GENERAL BALANCE SHEET, JULY 1, 1875.

Taken after making all proper entries affecting or pertaining to the business and transactions of the company to date.

LIABILITIES.

Capital stock.....	\$1,786,200 00	
Funded debt	302,000 00	
Surplus	165,593 93	
	<hr/>	\$2,253,793 93

ASSETS.

Lease to Little Miami Railroad Company.....	\$2,137,135 54	
Columbus and Xenia Railroad stock	17,050 00	
Central Ohio Railroad stock—common.....	33,300 00	
" " preferred	20,100 00	
First mort. 7 per cent. bonds Pitts., Cin. and St. L. R'y Co.	39,000 00	
\$4,000 United States 5's—cost	4,480 00	
Cleveland and Cincinnati Telegraph stock.....	2,000 00	
Cash in hands of treasurer.....	728 39	
	<hr/>	\$2,253,793 93

OFFICERS.

Directors—Joseph R. Swan.....	Columbus, Ohio.
H. J. Jewett.....	New York City.
P. W. Huntington.....	Columbus, Ohio.
Robert Neil.....	" "
Henry C. Noble	" "
George M. Parsons	" "
Baldwin Gwynne	" "
John W. Andrews.....	" "
R. A. Harrison.....	" "
Abram Hixling	Xenia, "
Henry Hanna.....	Cincinnati, "
C. P. Cassilly	" "

President, J. R. Swan	Columbus, Ohio.
Treasurer and Secretary, Robert S. Smith	" "

State of Ohio, County of Franklin, ss :

Robert S. Smith, Treasurer of the Columbus and Xenia Railroad Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared from the books and records of said company, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1875.

[Signed]

ROBERT S. SMITH, *Treasurer.*

Subscribed and sworn to before me, this 1st day of November, A.D. 1875.

CHAS. T. FLOWERS, *Clerk of Commissioner.*

DAYTON AND MICHIGAN RAILROAD COMPANY.

[ROAD ALL IN OHIO—OPERATED BY THE CIN., HAM. AND DAYTON RAILROAD COMPANY.]

LINE OPERATED—MILES.

Dayton to Toledo	142
Aggregate of sidings and other tracks	23.18
Total length of track	<u>165.18</u>

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized	\$6,200,000 00
Amount paid in—common	2,400,871 74
preferred	1,278,100 00
Total paid in	\$3,678,971 74
Decrease since June 30, 1874, (preferred, \$620; less increase, common, \$267.72)	352 28
Average amount paid in per mile (140.714)	26,145 03

DEBT.

First mortgage 7 per cent. bonds, due July, 1881	\$1,855,000 00
Second " 7 " " September, 1884	441,000 00
Third " 7 " " October, 1888	356,000 00
First Toledo depot 7 per cent. bonds, due March, 1886	52,500 00
Second " 7 " " " 1894	<u>53,000 00</u>
Amount of funded debt	\$2,757,500 00
Decrease since June 30, 1874	30,000 00
Unfunded debt contracted for construction, equipment or real estate	417,834 06
Increase since June 30, 1874	59,861 19
Total debt liabilities	3,175,334 06
Increase since June 30, 1874	29,861 19
Average amount of debt per mile	<u>22,565 87</u>
Total of paid-in stock and debt	\$6,854,305 80
Total average amount per mile	\$48,710 90

CONSTRUCTION OF ROAD.

Right of way and real estate	\$488,674 93
Grading, masonry, bridging and superstructure	<u>5,596,637 58</u>
Total expenditures for construction	\$6,085,312 51
Average cost per mile not including sidings	\$43,245 96

EQUIPMENT.

Locomotives	25	
Passenger, express and baggage cars	17	
Freight, construction and other cars	570	
Total expended for equipment		\$771,956 12
Average amount per mile	\$5,481 02	
Total for road and equipment		\$6,856,568 63
Total average amount per mile	\$48,726 98	
Value of real estate owned, exclusive of roadway	290,000 00	

CHARACTERISTICS, ETC.

LINE OWNED BY COMPANY—MILES.

Single main track—Dayton to Toledo	140.714
Aggregate of sidings and other tracks	23.18
Total length of rail, computed as single track	163.824
All in Ohio, and distributed as follows :	

County.	Main track.	Sidings, etc.	Total.
Montgomery	11.401	3.303	14.704
Miami	19.337	2.567	21.904
Shelby	20.494	2.449	22.943
Auglaize	12.620	1.074	13.694
Allen	17.607	2.954	20.561
Putnam	19.800	1.970	21.770
Henry	5.162	2.020	7.182
Wood	32.077	4.091	36.168
Lucas	2.216	2.752	4.968
Totals	140.714	23.18	163.894

OPERATED UNDER LEASE—EMBRACED IN THIS REPORT.

Main track, Lake Shore and Michigan Southern Railway, at Toledo, 1,286 miles.

Weight of rail per yard on main track, 60 pounds. Gauge of road, 58 inches.

Road ballasted with gravel and sand.

BRIDGES AND TRESTLES.

Wood bridges, 18; greatest age, 15 years; aggregate length, 2,376 feet.

One built within the year ending June 30: Number 8—Howe truss; length, 556 feet.

Trestles—16; greatest age, 9 years; aggregate length, 2,565 feet.

FENCING.

Miles (single) built by company	282
built within the year ending June 30, 1875 (cost per rod, \$1.30)	9

STATIONS, ETC.

Passenger and freight	19
Water and fuel	18
Telegraph offices in stations	21

RAILROADS CROSSED AT GRADE.

Pittsburgh, Cincinnati and St. Louis—Piqua.

Pittsburgh, Fort Wayne and Chicago—Lima.

Baltimore, Pittsburgh and Chicago—Deshler.

Do all trains on your road stop at these crossings? Yes.

Are flagmen stationed at each? Yes.

Are your time-tables arranged to secure connections with roads named? No.

Number of highways crossed at grade	226
Miles of telegraph on line of road owned by company	142
Number of telegraph stations operated by company	16
Number operated jointly with telegraph company	5

ROLLING STOCK.

Locomotives with tenders, 25; average weight (in working order)....	55,000 lbs.
Express and baggage cars, 2; "	30,000 "
Passenger cars, 15; "	34,000 "
Freight cars, 559; "	16,800 "
Caboose cars, 11; "	17,000 "
Average number of cars (including baggage cars) in passenger trains	4
Average number of cars in freight trains	26

Kind of brake in use on passenger cars: Ordinary hand-brake.

Method of bridging between passenger cars when two or more are run in trains: Miller's patent coupler and buffer.

Are all cars run on your road heated and lighted as prescribed by act passed May 4, 1869 (66 Ohio Laws, 94)? Yes.

Method of heating passenger, sleeping, parlor and drawing-room cars on your road: Coal and Wood.

Means of lighting same: Candles.

Number of persons employed by company: 700

SPEED OF TRAINS—MILES PER HOUR.

Express passenger—highest rate allowed—not limited. Average, including stops....	25
Mail and accommodation—not limited.....	" " 23
Freight trains.....	12 " " 10

RATES FOR TRANSPORTATION.

PASSENGERS.

Fare charged per mile:

	Highest.	Lowest.
For the shortest distance carried (1 mile)	15 cents.	2 cents.
more than 8 and less than 30 miles	4 "	2 "
more than 30 and less than entire length of main road	3.45 "	2 "
through passengers	3 "	1 "

Is there an addition to ticket rates if fare is paid on trains? No.

Amount charged in addition to regular fares, in sleeping or other cars run on your road: Berth, \$2.00; section, \$4.00.

FREIGHT.

Rate charged per ton per mile:

	Highest.	Lowest.
For the shortest distance carried (1 mile)	20 cents.	10 cents.
more than 5 and less than 30 miles	7 "	4 "
more than 30 miles and less than entire length of main road	5 "	3 "
through freight	4 "	1.20 "

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road? United States.

State terms: \$75.00 per day from Cincinnati to Toledo for 10,000 lbs. freight through, and 90 cents per 100 lbs. excess, divided between Cincinnati, Hamilton and Dayton and Dayton and Michigan roads, in proportion to tonnage carried via each road.

No freight, transportation and other special lines run on the road.

Name and post-office address of the principal agent or officer in Ohio: C. S. Cone, Toledo.

DOINGS OF THE YEAR ENDING JUNE 30.

RAIL LAID.

New iron—weight 60 lbs. per yard..... 2.16 miles.

LOCOMOTIVE AND CAR MILEAGE.

Locomotives.

Hauling passenger trains.....	335,019	
freight trains	334,826	
construction and other trains.....	43,443	
	<hr/>	713,288

Cars.

Passenger	810,050	
Express and baggage	307,402	
Freight and caboose	4,828,530	
Empty cars.....	1,058,593	
	<hr/>	\$7,004,575

AMOUNT PAID FOR LOSS, DAMAGES, ETC.

For loss and damage of goods and baggage		\$1,863 57
For injuries, fatal and non-fatal:		
To passengers.....	\$300 00	
To employes	384 20	
	<hr/>	\$684 20
For animals killed—4 horses	\$275 00	
21 cattle	514 00	
9 hogs	44 00	
	<hr/>	\$833 00

Amount claimed, unsettled, and in litigation for injuries to persons: [Not answered.]

FUEL CONSUMED.

Wood, 31,495 cords; cost, \$90,265.46. Coal, 888 tons; cost, \$3,910.40.

TRANSPORTATION.

Passengers.

Number carried—local.....	324,974	
through	17,882	
	<hr/>	342,856
Average number carried in each car per trip.....		17
Total mileage, or number carried one mile		10,711,629
Average number of miles traveled by each.....		31.24
Average amount received for each.....		\$1 00.56
Average amount per mile received for each		03.218

Freight.

Tons carried	408,156
Average tons in each loaded car per trip.....	8

Total movement, or tons carried one mile.....	40,198,120
Average amount received for each ton.....	\$1 60.52
Average amount per mile received for each ton.....	1.63

TONNAGE CLASSIFIED.

TONNAGE CLASSIFIED		Tons.	Per cent.
Coal		19,784	4.84
Stone, lime, sand, etc		11,570	2.83
Petroleum		2,308	.56
Ores		256	.06
Pig and bloom iron		2,670	.66
Railroad iron (iron and steel rails)		646	.16
Other iron and castings		4,274	1.05
Lumber and other forest products		130,624	32.03
Live stock		8,245	2.02
Grain		87,198	21.37
Other agricultural products		26,674	6.53
Flour		8,335	2.04
Provisions (beef, pork, lard, etc)		1,797	.44
Manufactures, including agricultural implements		16,468	4.03
Merchandise		39,862	9.77
Miscellaneous		47,445	11.61
Total tonnage yielding revenue		408,156	100.
Supplies for company's use		5,205	

EARNINGS, OPERATING EXPENSES, ETC., FOR YEAR ENDING JUNE 30.

EARNINGS.

EARNINGS.		
Passenger transportation—local.....	\$289,668 58	
through	55,101 63	
	\$344,770 21	
Freight transportation—local.....	\$553,925 75	
through	101,233 44	
	655,159 19	
Mail service.....	23,929 24	
Express service.....	21,551 49	
All other sources of income, including rents, etc.....	4,420 84	
Total earnings.....	\$1,050,130 97	

OPERATING EXPENSES.

Maintenance of way and structures	\$183,562	93
Maintenance of cars	63,465	53
Motive power	195,005	17
Conducting transportation	178,938	44
General expenses :		
Taxes	\$40,212	64
Salaries	14,895	54
Other general expenses of operating	35,701	01
	<u>90,809</u>	<u>19</u>
Total operating expenses, being 67.78 per cent. of earning	\$711,781	26
Net earnings	\$338,349	71

AMOUNTS PER MILE (142) OPERATED.

Earnings	\$7,395 29
Operating expenses	5,012 54
Net earnings.....	2,382 75

OTHER RECEIPTS AND PAYMENTS WITHIN THE YEAR.

RECEIPTS OTHER THAN EARNINGS.

Increase of floating debt	\$59,861 19
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PAYMENTS OTHER THAN OPERATING EXPENSES.

Interest on bonds.....	\$193,025 00
Dividends, rate 8 per cent. on preferred stock.....	102,248 00
(Date of last dividend declared on preferred stock, April 1, 1875.)	
Dividends, rate 3½ per cent. on common stock.....	34,814 50
(Date of last dividend declared on common stock, April 1, 1875.)	
Bonds of company cancelled.....	30,000 00
Settlement of old claims in litigation previous to acquisition of road by Cincinnati, Hamilton and Dayton Company.....	3,124 77
	<hr/> \$363,212 27

GENERAL BALANCE SHEET, JULY 1, 1875.

Taken after making all proper entries affecting or pertaining to the business and transactions of the company to date.

LIABILITIES.

Capital stock—common.....	\$2,400,871 74
preferred	1,278,100 00
1st mortgage bonds.....	1,855,000 00
2d “ “	441,000 00
3d “ “	356,000 00
1st Toledo depot bonds	52,500 00
2d “ “	53,000 00
Cincinnati, Hamilton and Dayton Railroad, lessees.....	485,785 34
Income bonds	300 00
Gain in exchange of bonds for stock.....	157,294 95
	<hr/> \$7,079,852 03

ASSETS.

Right of way	\$108,711 05
Construction	5,596,637 58
Real estate.....	379,963 88
Rolling stock.....	771,256 12
Railroad and individual ledger.....	73,702 95
Profit and loss.....	149,580 45
	<hr/> \$7,079,852 03

CASUALTIES TO PERSONS.

Statement for the year ending June 30 of all accidents resulting in injuries to persons, giving extent and cause thereof:

August 19, 1874. James Black, bridge carpenter, Sidney: instantly killed; fell from bridge. Want of caution.

State of Ohio, County of Hamilton, ss :

F. H. Short, President of the Dayton and Michigan Railroad Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1875.

(Signed)

F. H. SHORT, *President.*

Subscribed and sworn to before me, this 8th day of November, A.D. 1875.

[SEAL.]

J. McL. EWING, *Notary Public.*

DAYTON AND UNION RAILROAD COMPANY.

[ROAD ALL IN OHIO.]

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized.....	\$1,000,000 00
Amount issued.....	86,000 00
Par value of shares.....	\$50 00
Amount paid in—common.....	64,350 00
preferred.....	21,650 00
Total paid in.....	\$86,000 00
Average amount paid in per mile (31.74)	2,709 51
Stockholders, residents of Ohio, 56.	
Amount of stock held by them June 30, 1875	76,400 00
Location of transfer offices out of this State: New York City.	
Number of shares transferred within the year at such agency: None.	

DEBT.

First Mortgage 7 per cent. bonds, due January, 1879	140,000 00
Second Mortgage 7 per cent. bonds, due January, 1879.....	135,000 00
Income 7 per cent. bonds, due January, 1879.....	252,444 88
Amount of funded debt.....	527,444 88
Average amount of debt per mile.....	16,617 67
Total of paid in stock and debt.....	\$863,444 88
Total average amount per mile	19,327 18

COST OF ROAD, EQUIPMENT, ETC.

CONSTRUCTION OF ROAD.

Total expenditures for construction, equipment and real estate.....	613,444 88
Average cost per mile, not including sidings.....	19,327 18

CHARACTERISTICS, ETC.

LINE OWNED BY COMPANY—MILES.

Single main track—Dodson to Union City.....	31.74		
Aggregate of sidings, etc.....	1.79		
Total length of rail, computed as single track			33.53
All in Ohio, and distributed as follows:			
County.....	Main track.	Sidings, etc.	Total.
Montgomery.....	3.953	.044	3.997
Preble.....	1.507	.236	1.743
Darke.....	26.280	1.512	27.792
Totals.....	31.74	1.792	33.532

OPERATED UNDER LEASE—EMBRACED IN THIS REPORT.

Main track of Dayton and Western Railroad, Dayton to Dodson, 15 miles (used jointly with Pittsburgh, Cincinnati and St. Louis Railway Company.)

Weight of rail per yard on main track, 56 pounds; gauge of road, 58 inches.

Miles of road ballasted: Nearly whole line with gravel.

BRIDGES, TRESTLES, ETC.

Wood bridge, 1; age, 12 years; length, 142 feet.

Trestles, 55; greatest age, 7½ years; aggregate length, 1,150 feet.

FENCING.

Miles (single) built by company (total cost, \$12,000) about	25
included in right of way	28
built within the year ending June 30, 1875 (cost per rod, \$1.50)	1
required to inclose road (both sides).....	11

STATIONS, ETC.

Passenger and freight—entire line.....	15; in Ohio	14
Water and fuel, “	2; “	2
Telegraph offices in stations “	4; “	3

RAILROADS CROSSED AT GRADE.

Columbus, Chicago and Indiana Central Division Pittsburgh, Cincinnati and St. Louis, at Greenville.

Do all trains on your road stop at this crossing? Yes.

Are flagmen stationed at it? Yes.

Are your time-tables arranged to secure running connection with road named? Yes.

Number of highways crossed at grade, including leased track, 60.

Miles of telegraph on line of road, including leased track, 47.

Miles of telegraph owned by company: None.

Number of telegraph stations operated by company, 3; in Ohio, 2.

Number operated jointly with telegraph company, 1; in Ohio, 1.

ROLLING STOCK.

Locomotives, with tenders	5; average weight, in working order	60,000 lbs.
Express and baggage cars.....	3; “	29,000 “
Passenger cars.....	4; “	36,000 “
Drawing-room and sleeping cars: None.		
Freight cars	61; “	17,000 “

NOT OWNED BY COMPANY—INCLUDED ABOVE.

Locomotives and tenders, 2; owned by Cleveland, Columbus, Cincinnati and Indianapolis Railway Company.

State terms of service: We pay 5 cents per mile for use of engine and passenger car belonging to other roads, and 1 cent. per mile for use of freight cars loaded.

Average number of cars, including baggage cars, in passenger trains..... 3 |

Average number of cars in freight trains

 15 |

Kind of brake in use on passenger cars: Westinghouse air-brake.

Method of bridging between passenger cars, when two or more are run in trains:
Miller platform.

State method of heating passenger cars run on your road: Coal stoves.

Means of lighting same: Candles, fully protected.

Number of persons employed by company, 85.

SPEED OF TRAINS—MILES PER HOUR.

Express passenger—highest rate allowed.....	28	; average, including stops.....	25
Mail and accommodation.....	15	“ “	12
Freight trains	12	“ “	10

RATES FOR TRANSPORTATION.

PASSENGERS.

Fare charged per mile:

	Highest.	Lowest.
For the shortest distance carried (1 mile)	10 cents.	10 cents.
more than 8 and less than 30 miles	3 “	2 “
more than 30 miles and less than entire length of main road.	3 “	2 “
through passengers	3 “	1.66 “
Is there an addition to ticket rates if fare is paid on trains? No.		

FREIGHT.

Rate charged per ton per mile:

	Highest.	Lowest.
For the shortest distance carried (5 miles)	18 cents.	12 cents.
more than 5 and less than 30 miles	5 “	1.66 “
more than 30 miles and less than entire length of main road	5 “	1.66 “
through freight	2.07 “	0.91 “

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road?

The United States Express Company.

State terms.

Twenty-five cents per one hundred pounds all distances.

No freight, transportation, or other special lines run on our road.

Name and post-office address of the principal agent or officer in Ohio: E. Benham,
Dayton.

DOINGS OF THE YEAR ENDING JUNE 30.

RAIL LAID—MILES.

Rerolled iron.....	1.909
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LOCOMOTIVE AND CAR MILEAGE.

Locomotives.

Hauling passenger trains	64,516
mixed trains.....	35,514
construction and other trains.....	2,782
	<hr/> 102,822

<i>Cars.</i>		
Passenger	187,293	
Express and baggage	124,862	
Freight	331,146	
Caboose	4,645	
Empty cars	182,130	
	<u>830,076</u>	

AMOUNT PAID FOR LOSS, DAMAGES, ETC.

For loss and damage of goods and baggage.....	\$202 27
For injuries, fatal and non-fatal:	
to employés	\$45 00
For animals killed—	
1 horse (not paid for.)	
7 cattle “	
1 cattle	\$19 50
Amount claimed, unsettled, and in litigation for injuries to persons.....	*\$10,000 00

FUEL CONSUMED.

Wood, 1,428 cords; cost, \$3,244.93. Coal, 1,464 tons; cost, \$4,392.00.

TRANSPORTATION.

<i>Passengers.</i>		
Number carried	84,361	
Average number carried in each car per trip.....	29.95	
Total mileage, or number carried one mile.....	2,321,187	
Average number of miles traveled by each	27.51	
Average amount received for each.....	\$0 64.94	
Average amount <i>per mile</i> received for each	2.36	

<i>Freight.</i>		
Tons carried—local	48,135	
through	47,133	
	<u>95,268</u>	
Average tons in each loaded ear per trip.....	8 to 10	
Total movement, or tons carried one mile.....	4,454,962	
Average amount received for each ton.....	\$0 77.813	
Average amount per mile received for each.....	01.664	

TONNAGE CLASSIFIED.

We keep no classified account of tonnage.

EARNINGS, OPERATING EXPENSES, Etc., FOR YEAR ENDING JUNE 30.

EARNINGS.		
Passenger transportation—local.....	\$48,174 09	
through.....	6,609 53	
	<u>\$54,783 62</u>	
Freight transportation—local	\$51,733 21	
through	22,897 37	
	<u>74,130 58</u>	
Mail service.....	2,890 20	
Express service.....	2,023 48	
	<u>\$133,827 88</u>	

* Compromised and settled for \$2,000.

OPERATING EXPENSES.

Maintenance of way and structures, building and repairing fences.....	\$25,057 78	
Maintenance of cars	4,023 76	
Motive power, including hired engines.....	12,837 44	
Conducting transportation.....	22,829 51	
General expenses:		
Taxes—Ohio	\$3,901 02	
Indiana	64 40	
Salaries	2,710 00	
Other general expenses of operating.....	11,032 56	
	<u>17,707 98</u>	
Total operating expenses, being 61.61 per cent. of earnings		\$82,456 47
Net earnings		<u>\$51,371 41</u>

AMOUNTS PER MILE (46.74) OPERATED.

Earnings.....	\$2,863 24
Operating expenses.....	1,764 15
Net earnings	1,099 09

PAYMENTS OTHER THAN OPERATING EXPENSES.

Interest on bonds.....	\$19,180 00
Pittsburgh, Cincinnati and St. Louis Railroad Company, joint use of track—Dayton to Dodson.....	10,000 00
Additional equipment	5,503 62
	<u>\$34,683 62</u>

GENERAL BALANCE SHEET, JULY 1, 1875.

Taken after making all proper entries affecting or pertaining to the business and transactions of the line and company to date.

LIABILITIES.

Capital stock.....	\$86,000 00
Bond account.....	527,444 88
Pay-roll.....	3,270 51
Income account (including surplus).....	105,631 84
Interest account.....	11 54
Due railroad and transportation companies.....	6,022 82
Individual accounts.....	410 80
	<u>\$728,792 39</u>

ASSETS.

Road, equipment, and real estate.....	\$613,444 88
Due from Post-office Department.....	722 55
Wood account.....	707 61
New equipment	5,503 82
Car service.....	711 85
Interest on bonds—1st mortgage	4,900 00
“ “ 2d “	9,380 00
Expense account	56,820 36
Shop stock	1,515 10
Agents' balances.....	543 38

Individual accounts	\$900 41	
Due from railroads	7,231 50	
Cash on hand	26,410 93	
		<hr/> \$728,792 39

CASUALTIES TO PERSONS.

Statement for the year ending June 30, of all accidents resulting in injuries to persons, giving extent and cause thereof:

March 4. 1875. Fleming Skaggs, brakeman on freight train: right hand badly bruised while making coupling, necessitating amputation of the thumb, first and second fingers.

OFFICERS.

Directors—J. H. Devereux, Trustee	Cleveland, Ohio.
F. H. Short, "	Cincinnati, Ohio.
C. W. West	" "
Geo. T. Stedman	" "
Henry Lewis	" "
H. B. Hurlbut	Cleveland, "
H. H. Poppleton	" "
Jas. McDaniel	Dayton, "
Geo. W. Rogers	" "
President, James McDaniel	" "
Auditor and Secretary, John L. Miller	" "
Treasurer, Geo. W. Rogers	" "
General Superintendent, C. C. Gale	Indianapolis, Ind.
Master Mechanic, L. S. Young	Cleveland, Ohio.
General Ticket Agent, John L. Miller	Dayton, "
Acting General Freight Agent, C. E. Miller	" "

State of Ohio, County of Montgomery, ss.:

J. McDaniel, President of the Dayton and Union Railroad Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1875, to the best of his knowledge and belief.

[Signed]

J. MCDANIEL, *President.*

Subscribed and sworn to before me, this 7th day of October, A.D. 1875.

[SEAL.]

WILLIAM CRAIGHEAD, *Notary Public.*

EASTERN OHIO RAILROAD COMPANY.

[ROAD ALL IN OHIO.]

This road was built during the months of August, September, and October, 1874. The road-bed formerly belonged to the Pittsburgh, Maysville and Cincinnati Railroad Company. On the 12th day of February, 1874, we (W. H. and C. B. Stevens) bought that part of the road-bed which was graded between the towns of Cumberland and Washington, in Guernsey County, and have, by what local aid could be obtained, completed that part of it between Cumberland and the line of the Marietta, Pittsburg and Cleveland Railway, near the town of Point Pleasant, and have had it in operation since the first of November, 1874. There is no incumbrance on the road, neither is there any stock. The money subscribed was a donation to us by the citizens of Cumberland and vicinity. Our receipts have rapidly increased since July 1st, and can we succeed in reaching the Baltimore and Ohio Railroad at Campbell's Station, will make a good road for small capital.

ADDITIONAL PROPOSED LINE.

From Point Pleasant via Campbell's Station to Washington	13 miles.
Length graded not laid with rail	9 "
On what portion of line? Eastern portion.	

CONSTRUCTION ACCOUNT.

All expenditures for construction, etc., up to June 30, 1875, inclusive:

Civil engineering	\$50 00
Grading and masonry	3,000 00
Bridges	1,600 00
Timber and ties	6,000 00
Iron rails, chairs and spikes	37,000 00
Engine and car houses, 1	200 00
Locomotives and fixtures, 1	8,000 00
Passenger cars, 1	2,500 00
Freight cars, 1	600 00
	<hr/>
	\$58,950 00

CHARACTERISTICS, Etc.

LINE OWNED BY COMPANY—MILES.

Single main track, Cumberland to Point Pleasant	7.75
Sidings and other tracks .....	.04
	<hr/>
Total length of rail, computed as single track	7.79

All in Guernsey County.

Weight of rail per yard on main track, 45 lbs. Gauge of track, 56½ inches.

Number of highways crossed at grade, 5.

ROLLING STOCK.

Locomotives, with tenders, 1; weight (in working order).....	55,000 lbs.
Passenger cars..... 1; “	18,000 “
Freight cars..... 1; “	16,000 “

Are all cars run on your road heated and lighted as prescribed by act passed May 4, 1869, (66 Ohio Laws, 94)? Yes.

State method of heating passenger, sleeping, parlor and drawing-room cars run on your road: By coal stove.

Means of lighting the same: Sperm candles.

Number of persons employed by company, 4.

SPEED OF TRAINS—MILES PER HOUR.

Mail and accommodation—average	15
--------------------------------------	----

RATES FOR TRANSPORTATION.

PASSENGERS.

Fare charged per mile:

For the shortest distance carried.....highest, 5 cents. Lowest, 3 cents.

FREIGHT.

Rate charged per ton per mile:

For the shortest distance carried.....highest, \$2.00. Lowest, \$1.20.

LOCOMOTIVE AND CAR MILEAGE.

Not reported.

FUEL CONSUMED.

Coal, 150 tons. Cost, \$243.75.

EARNINGS, OPERATING EXPENSES, Etc., FOR EIGHT MONTHS TO JUNE 30.

Passenger transportation	\$1,000 00
Freight transportation.....	2,200 00
Total earnings.....	\$3,200 00
Total operating expenses (50 per cent.).....	1,600 00
Net earnings	\$1,600 00

State of Ohio, County of Guernsey, ss:

W. H. Stevens, Superintendent of the Eastern Ohio Railroad Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1875.

[Signed]

W. H. STEVENS, *Superintendent.*

Subscribed and sworn to before me, this 29th day of November, A.D. 1875.

[Seal.]

JOSIAH R. KNOWLTON, *Notary Public.*

GALLIPOLIS, McARTHUR AND COLUMBUS RAILROAD COMPANY.

PROPOSED LINE.

From Gallipolis, via McArthur to Logan	62 miles.
Length graded, not laid with rail.....	44.89 "

CONSTRUCTION ACCOUNT.

All expenditures for construction, etc., up to June 30, 1875, inclusive:

Right of way	\$6,934 21	
Civil engineering.....	11,706 04	
Grading and masonry	157,076 74	
Interest on stock	8,706 28	
Interest and discount.....	277 33	
Contingent expenses	32,335 78	
Vinton Furnace Railroad	42,000 00	
		<u>\$259,036 38</u>

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized.....	\$1,500,000 00	
Amount subscribed	300,000 00	
Par value of shares.....	\$50 00	
Total paid in—common.....		\$221,192 40
Increase since June 30, 1874.....	\$7,225 68	
Stockholders residents of Ohio, 600.		
Amount of stock held by them June 30, 1875.....	123,774 40	
Unfunded debt contracted for construction, etc		44,462 66
Increase since June 30, 1874.....	\$18,025 00	
Total paid-in stock and debt		<u>\$265,655 06</u>

CHARACTERISTICS, Etc.

LINE OWNED BY COMPANY.

Single main track, Vinton Furnace to Vinton Station, on Marietta and Cincinnati Railroad, 2.34 miles.

All in Vinton county, Ohio.

Weight of rail per yard, 56 lbs.; gauge of road, 56½ inches.

RECEIPTS AND EXPENDITURES FOR YEAR ENDING JUNE 30.

RECEIPTS.

Payments on capital stock	\$7,225 68	
Sale of personal property	2,300 00	
Increase of floating debt.....	18,025 00	
		<u>\$27,550 68</u>

EXPENDITURES.	
Interest on stock	\$3,716 35
Interest on floating debt.....	277 33
Civil engineering.....	232 75
Contingent expenses.....	7,765 12
Construction of new work.....	15,174 80
	<hr/> \$27,166 35

GENERAL BALANCE SHEET, JULY 1, 1875,

Taken after making all proper entries affecting or pertaining to the business and transactions of the company to date:

LIABILITIES.	
Capital stock.....	\$221,192 40
Bills payable.....	33,842 27
Accounts unpaid	4,899 85
Subscription in suit, assigned as collateral.....	5,720 54
Donated	249 90
	<hr/> \$265,904 96
ASSETS.	
Right of way.....	\$6,934 21
Engineering	11,706 04
Grading and masonry.....	157,076 74
Interest on stock.....	8,706 28
Contingent expenses	32,335 78
Interest.....	277 33
Bills receivable.....	2,439 21
Mules, horses, tools, and implements.....	3,804 62
Real estate.....	624 75
Vinton Furnace Railroad	42,000 00
	<hr/> \$265,904 96

OFFICERS.

Directors—William H. Langley	Gallipolis, Ohio.
William H. Eagle.....	Vinton, Ohio.
John J. Cadot	Gallipolis, Ohio.
James M. Kerr.....	“ “
Lewis Muenz	“ “
Thomas B. Bancroft	Vinton Furnace, Ohio.
Cornelius Karns	McArthur, Ohio.
President, William H. Langley.....	Gallipolis, Ohio.
Vice-President, William H. Eagle	Vinton, “
Treasurer, Edward Deletombe.....	Gallipolis, “
Secretary, John J. Cadot.....	“ “
Chief Engineer, R. A. Howard	McArthur, Ohio.

State of Ohio, County of Gallia, ss.:

John J. Cadot, Secretary of the Gallipolis, McArthur and Columbus Railroad Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1875.

[Signed]

J. J. CADOT, *Secretary.*

Subscribed and sworn to before me this 11th day of September, A.D. 1875.

[SEAL.]

EBEN N. HARPER, *Notary Public.*

HARRISON BRANCH RAILROAD COMPANY.

[ROAD ALL IN OHIO—LEASED TO WHITEWATER VALLEY RAILROAD COMPANY OF INDIANA.]

[Line, etc., of lessee being placed in hands of receiver, no report was made for year ending June 30, 1875. The following items are taken from previous year's report.—COMMISSIONER.]

CAPITAL STOCK.

Amount authorized.....	\$200,000 00
Par value of shares.....	\$50 00
Amount paid in—common.....	\$200,000 00
Amount per mile (7.003).....	\$28,559 19
Stockholders residents of Ohio, 16.....	
Amount of stock held and owned by them June 30.....	177,500 00
No transfer office or agency out of Ohio.	
No debt.	

COST OF ROAD, ETC.

Total	\$200,000 00
Per mile (7.003)	\$28,559 19

CHARACTERISTICS, ETC.

LINE OWNED BY COMPANY—MILES.

Single main track—Valley Junction to Harrison	7.003
Aggregate of sidings, etc.....	.491
Total length laid with rail, computed as single track	7.494

All in Hamilton county.

Weight of rail per yard, 60 lbs.

Gauge of road, 56½ inches.

Road all ballasted with best gravel.

CROSSINGS, BRIDGES, AND FENCING.

No railroads crossed at grade.

One wood bridge—length, 230 feet; age, 3 years.

Eight miles of fencing; total cost, \$2,376.

Unfenced (both sides), 6.006 miles.

IRON RAILROAD COMPANY.

[ROAD ALL IN OHIO.]

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized.....	\$500,000 00
Amount issued	305,100 00
Par value of shares	\$50 00
Total paid in.....	\$304,556 47
Increase since June 30, 1874.....	\$175,006 47
Average amount paid in per mile (16.50).....	18,457 97
Stockholders residents of Ohio, 26.	
Amount of stock held by them June 30, 1875.....	283,200 00
Location of transfer offices out of this State: None.	

DEBT.

Current credit balances, etc.....	\$20,555 80
Decrease since June 30, 1874	\$5,276 81
Cash, securities, debit balances, etc., available to payment	32,391 74
Average amount of debt per mile.....	1,245 81
Total of paid-in stock and debt	\$325,112 27
Total average amount per mile.....	\$19,703 78

COST OF ROAD, EQUIPMENT, Etc.

CONSTRUCTION OF ROAD.

Total expenditures for construction	\$345,578 60
Average cost per mile, not including sidings.....	\$20,944 15

EQUIPMENT.

Locomotives, 4	\$33,900 00
Passenger, express and baggage cars, 2; freight, construction, and other cars, 184; machinery, hand-cars, tools, etc.....	44,800 00
Total expended for equipment.....	\$78,700 00
Average amount per mile (16.50) operated	\$4,769 69
Total for road and equipment.....	\$424,278 60
Total average amount per mile.....	\$25,713 85
Value of real estate owned, exclusive of roadway.....	18,830 25

CHARACTERISTICS, Etc.

LINE OWNED BY COMPANY LAID WITH RAIL.

Main line, Ironton to Centre Station	12.75
"Hecla Branch," Ironton to Whitwell	1.75
"Etna Branch," Etna Station to Ellison.....	2.
Total single main track	16.50
Aggregate of sidings and other tracks	2.50
Total length laid with rail, computed as single track	19.
All in Lawrence county, Ohio.	

Weight of rail per yard on main track, 60 pounds; gauge of track, 58 inches.
Road all ballasted with furnace cinder, ashes, and gravel.

BRIDGES, TUNNELS, ETC.

Wood bridges, 23; greatest age, 5 years; aggregate length..... 662 feet.
Iron " 1; ,, 17 " " 94 " 756 feet.
Tunnels 1; solid rock; length 1,020 feet.

FENCING.

No fencing on the road. Runs principally through vacant furnace lands.

STATIONS, ETC.

Passenger and freight..... 15
Water and fuel 2
Railroads crossed at grade: None.
Number of highways crossed at grade, 10.
Miles of telegraph on line of road, none.

ROLLING STOCK.

Locomotives, with tenders 4; average weight (in working order).. 50,490 lbs.
Passenger cars 2; " 22,500 lbs.
Freight cars 167; " 9,500 lbs.
Other cars 17; " 4,600 lbs.
Average number of cars in freight trains 20

Kind of brake in use on passenger cars: Ratchet hand-brake.

Method of bridging between passenger cars, when two or more are run in trains: We use only one coach attached to freight cars.

Are all cars run on your road heated and lighted as prescribed by act passed May 4, 1869 (66 Ohio Laws, 94)? Yes.

State method of heating passenger cars run on your road: Beeman's patent stove.

Means of lighting same: Candles.

Number of persons employed by company: 50.

SPEED OF TRAINS—MILES PER HOUR.

Freight passenger—highest rate allowed, 15; average, including stops..... 12
Coal trains " " 12; " " 10

RATES FOR TRANSPORTATION.

PASSENGERS.

Fare charged per mile:

	Highest.	Lowest.
For the shortest distance carried (1 mile).....	10 cents.	5 cents.
more than 8 and less than 30 miles.....	5 "	2 "
through passengers.....	4 "	2 "

Is there an addition to ticket rates if fare is paid on trains? No.

FREIGHT.

Rate charged per ton per mile:

	Highest.	Lowest.
For the shortest distance carried (3 miles).....	1.10 cents.	33 cents.
more than five and less than 30 miles.....	1.10 "	33 "
through freight.....	1.50 "	45 "

EXPRESS AND TRANSPORTATION COMPANIES.

No express or transportation companies run on the road.

LOCOMOTIVE AND CAR MILEAGE.

Locomotives.

Hauling passenger trains	89	
freight trains.....	10,124	
mixed trains.....	20,138	
construction and other trains.....	1,129	
	<hr/>	31,480

Cars.

Passenger.....	16,691	
Freight	105,439	
In construction and other trains.....	1,702	
Empty cars	74,439	
	<hr/>	198,271

AMOUNT PAID FOR LOSS, DAMAGES, ETC.

For loss and damage of goods and baggage	\$930 00
For animals killed, 5 cattle	78 00
Amount claimed, unsettled and in litigation for injuries to persons	9,000 00

FUEL CONSUMED.

Coal, 899 tons: cost, \$1,124.10.

TRANSPORTATION.

Passengers.

Number carried—local.....	18,707	
through.....	4,131	
	<hr/>	22,838
Total mileage, or number carried one mile.....		184,652
Average number of miles traveled by each.....		8
Average amount received for each		\$0.31.05
Average amount per mile received for each .....		.03.88

Freight.

Tons carried—local	95,386	
through.....	17,954	
	<hr/>	113,340
Total movement, or tons carried one mile.....		901,104
Average amount received for each ton		\$0.63.
Average amount per mile received for each ton.....		.07.92

TONNAGE CLASSIFIED.

	Tons.	Per cent.
Coal	62,585	55
Stone, lime, sand, etc	137	.....
Petroleum.....	25	.....
Ores	14,101	12
Pig and bloom iron.....	29,189	25
Railroad iron (iron and steel rails)	1	.....
Other iron and castings.....	174	.....
Lumber and other forest products	247	.....
Live stock	13	.....
Grain	826	.....
Other agricultural products	69	.....

Flour	\$75	.....
Provisions, (beef, pork, lard, etc.)	168	.....
Manufactures, including agricultural implements.....	1	.....
Merchandise	1,225	1
Miscellaneous	3,704	3
Total of items not extended.....		4
Total tonnage yielding revenue	113,340	100

EARNINGS, OPERATING EXPENSES, Etc., FOR YEAR ENDING JUNE 30.

EARNINGS.

Passenger transportation.....	\$7,171	70
Freight transportation.....	71,407	33
Mail service.....	70	00
All other sources of income, including rents, etc	4,975	08
Total earnings	\$83,624	11

OPERATING EXPENSES.

Maintenance of way and structures	\$19,310	39
Maintenance of cars.....	9,625	17
Motive power	4,412	94
Conducting transportation.....	13,871	98
General expenses—		
Taxes	\$2,509	99
Salaries	5,400	00
Other general expenses of operating.....	1,563	34
	\$9,473	33
Total operating expenses, being 67.80 per cent. of earnings.....	\$56,693	51
Net earnings	\$26,693	30

AMOUNTS PER MILE (16.50) OPERATED.

Earnings.....	5,068	13
Operating expenses.....	3,435	99
Net earnings	1,632	14

OTHER RECEIPTS AND PAYMENTS WITHIN THE YEAR.

RECEIPTS OTHER THAN EARNINGS.

Increase of capital stock.....	\$175,006	47
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PAYMENTS OTHER THAN OPERATING EXPENSES.

Dividends, rate 135 per cent.,*	\$174,892	50
(Date of last dividend declared, April 23, 1875.)		
Floating debt liquidated.....	5,276	81
Increase of construction account.....	5,792	74
	\$185,962	05

* Made payable in capital stock under the provisions of Sec. 22 of an act regulating railroad companies, passed February 11, 1848, being 6 per cent. per annum "on all moneys heretofore paid in capital stock," from 23d October, 1852, to 23d April, 1875—22 years and 6 months, or 135 per cent.

GENERAL BALANCE SHEET, JULY 1, 1875,

Taken after making all proper entries affecting or pertaining to the business and transactions of the company to date.

LIABILITIES.

Capital stock.....	\$305,100 00	
Dividend fund (payable in stock)	401 86	
Bills payable.....	12,401 24	
July pay-roll.....	2,206 05	
Book accounts	5,547 65	
Income accounts.....	35,344 34	
Profit and loss.....	149,694 62	
	<hr/>	\$510,695 76

ASSETS.

Construction—main line.....	\$275,667 83	
Hecla branch.....	14,495 19	
Etna branch.....	30,151 08	
Rolling stock.....	78,700 00	
Real estate and buildings.....	44,094 75	
Subscription to Scioto Valley Telegraph Company	93 70	
Stock held by trustee.....	5,875 00	
Cash with treasurer.....	623 75	
Cash with freight and ticket agent.....	1,323 29	
Bills receivable.....	5,844 66	
Due on stock accounts.....	543 53	
Due on other accounts.....	24,056 51	
Current expenses.....	29,226 47	
	<hr/>	\$510,695 76

CASUALTIES TO PERSONS.

Statement for the year ending June 30 of all accidents resulting in injuries to persons, giving extent and cause thereof:

November 16, 1874. James Katen, Vesuvius Station: injured; attempted to jump on board a moving coal train; right leg crushed; afterward amputated. His own fault.

OFFICERS.

Directors—John Campbell	Ironton, Ohio.
John Ellison	“ “
Cyms Ellison	“ “
Samuel Richards	“ “
Samuel W. Dempsey.....	“ “
Thomas W. Means.....	Hanging Rock, Ohio.
E. B. Willard.....	“ “ “
President, Cyms Ellison.....	Ironton, Ohio.
Treasurer, George Willard	“ “
Secretary, Samuel Richards	“ “
Master Mechanic, Jas. R. Martin	“ “
General Ticket and Freight Agent, Samuel Richards	“ “

State of Ohio, County of Lawrence, ss:

Cyrus Ellison, President of the Iron Railroad Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1875.

(Signed)

C. ELLISON, *President.*

Subscribed and sworn to before me, this 27th day of September, A.D. 1875.

[SEAL.]

WM. C. DONOHOU, *Notary Public.*

LAKE ERIE AND LOUISVILLE RAILWAY COMPANY.

[The portion of the line completed and operated is all in Ohio. The railway was placed in the hands of a receiver April 26, 1874, in a suit brought for the foreclosure of the first mortgage.]

LINE OPERATED—MILES.

Fremont to St. Mary's.....	86.98
Aggregate of sidings and other tracks	3.93
Total length of track.....	90.91

PROPOSED LINE.

From Sandusky, Ohio, via Union, to Cambridge City, Indiana	180 miles.
Length graded not laid with rail.....	30 "

On what portion of line? Union to Cambridge City.

CONSTRUCTION ACCOUNT.

Expenditures from date of purchase of the road up to June 30, 1875, inclusive:

Cost of road by purchase, June 30, 1872.....	\$1,565,000 00
Right of way.....	25,447 21
Civil engineering.....	10,037 68
Grading and masonry.....	43,112 70
Bridges	31,424 74
Timber and ties	52,135 79
Iron rails, chairs, spikes, splices, and bolts	415,904 45
Fencing.....	756 34
Passenger and freight stations	11,920 03
Other buildings and fixtures.....	3,539 16
Locomotives and fixtures	34,432 35
Passenger and baggage cars.....	15,327 86
Freight and other cars.....	38,069 99
Interest, discount, etc.....	221,651 04
Contingent expenses.....	19,271 43
Track laying	18,530 47
Ballasting.....	8,922 24
Total	\$2,515,483 48

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized.....	\$4,000,000 00
Total paid in—common	\$1,115,650 00
Average amount paid in per mile (86.98).....	12,826 51
Stockholders residents of Ohio, 35.	
Amount of stock held and owned by them June 30, 1875.....	1,070,200 00
No transfer office or agency out of this State.	

DEBT.

1st mort. 7 per cent. bonds, due April 1, 1892.....	\$300,000 00
2d " 7 " " " " January 1, 1903.....	590,000 00

Amount of funded debt.....	\$890,000 00
Unfunded debt contracted for construction, equipment, or real estate *	\$591,671 34
Other debts, current credit balances, etc	8,670 79

Amount of debt—not secured by mortgage	\$800,342 13
Apparent increase since June 30, 1874 †	\$73,000 27
Actual decrease since June 30, 1874.....	6,531 24
Cash, securities, debt balances, etc., available to payment....	13,563 63
Total debt liabilities	1,490,342 13
Average amount of debt per mile	17,134 31

Total of paid-in stock and debt	\$2,605,492 13
Total average amount per mile.....	\$20,360 82

COST OF ROAD, EQUIPMENT, ETC.

Can not itemize. Road bought at judicial sale in gross.

Total for road and equipment	\$2,515,205 08
Total average amount per mile.....	\$28,917 05

CHARACTERISTICS, ETC.

LINE OWNED BY COMPANY—MILES.

Single main track—Fremont to St. Mary's.....	86.98
Aggregate of sidings and other tracks.....	3.93

Total length of rail, computed as single track..... 90.91

All in Ohio, and distributed as follows:

County.	Main track.	Sidings, etc.	Total.
Sandusky	11.43	1.01	12.44
Seneca	10.44	.52	10.96
Hancock.....	30.32	1.17	31.59
Allen	24.91	.62	25.53
Anglaize.....	11.88	.51	12.39
Totals	86.98	3.93	90.91

Weight of rail per yard on main track, 50, 56, and 60 pounds.

Gauge of track $57\frac{1}{2}$ inches.

Miles of road ballasted, 11, with stone and gravel.

BRIDGES AND TRETTLES.

Wood bridges, 5; greatest age, 2 years; aggregate length, 540 feet.

Trestles, 25; greatest age, 3 years; aggregate length, 1,400 feet.

* Of which \$67,936.94 is payable in capital stock.

† Caused by omission to include debt payable in stock in report for 1874.

FENCING.

Miles (single) built by company; total cost.....	114.38
“ included in right of way: Can not give these separate.	
“ built within the year ending June 30, 1875 (cost per rod, \$0.65) .....	.38
“ required to inclose road (both sides).....	49.62
State reasons why not completed: Agreement with parties along the line to complete fencing.	

STATIONS, ETC.

Passenger and freight.....	20
Water and fuel.....	6
Telegraph offices in stations.....	5

RAILROADS CROSSED AT GRADE.

Lake Shore and Michigan Southern—Fremont.

Toledo, Tiffin and Eastern—Burgoon.

Mansfield, Coldwater and Lake Michigan—Postoria.

Baltimore, Pittsburgh and Chicago—Postoria.

Dayton and Michigan—Lima.

Pittsburgh, Ft. Wayne and Chicago—Lima.

Do all trains on your road stop at these crossings? Yes.

Are flagmen stationed at each? Yes.

Are your time-tables arranged to secure running connection with roads named? As near as possible.

Number of highways crossed at grade, 120.

Miles of telegraph on line of road, 36 50.

“ “ owned by company, none.

“ “ stations operated by company, 1.

“ operated jointly with telegraph company, 4.

ROLLING STOCK.

Locomotives, with tenders	6;	average weight (in working order) ..	99,500 lbs.
Express and baggage cars	3;	“	30,000 “
Passenger cars	4;	“	34,000 “
Freight cars	80;	“	14,000 “
Other cars	2;	“	15,000 “

Average number of cars (including baggage cars) in passenger trains, 2.

Average number of cars in freight trains, 12.

Kind of brake in use on passenger cars: Common brake.

Are all cars run on your road heated and lighted as prescribed by act passed May 4, 1869 (66 Ohio Laws, 94)? Yes.

State method of heating passenger cars run on your road: Substantial wood stoves, bolted to the floor and protected at the sides.

Means of lighting same: Car candles.

Number of persons employed by company, 135.

SPEED OF TRAINS—MILES PER HOUR.

Express passenger—highest rate allowed	24;	average, including stops	20
Mail and accommodation	24;	“ “	20
Freight trains	15;	“ “	10

RATES FOR TRANSPORTATION.

PASSENGERS.

Fare charged per mile :

	Highest.	Lowest.
For the shortest distance carried (2.40 miles)	8.33 cents.	5.21 cents.
more than 8 and less than 30 miles	3. " "	2. " "
more than 30 miles and less than entire length of main road	3. " "	2. " "
through passengers	3. " "	2. " "

Is there an addition to ticket rates if fare is paid on trains? No.

FREIGHT.

Rate charged per ton per mile :

	Highest.	Lowest.
For the shortest distance carried (1 mile)	30 cents.	30 cents.
more than 5 and less than 30 miles	5.35 " "	3.57 " "
more than 30 miles and less than entire length of main road	5. " "	3.22 " "
through freight	3. " "	.90 " "

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road? United States.

State terms: Pays 15 cents per ton per mile for all freight carried.

What freight, transportation and other special lines run on your road? There are no freight, transportation or other special lines run on the road. We run cars owned by transportation companies, paying mileage on them the same as on other foreign cars.

DOINGS OF THE YEAR ENDING JUNE 30.

LOCOMOTIVE AND CAR MILEAGE.

<i>Locomotives.</i>		
Hauling passenger trains	97,546	
freight trains	49,354	
mixed trains	2,542	
construction and other trains	1,025	
		150,467
<i>Cars.</i>		
Passenger	101,880	
Express and baggage	100,088	
Freight	366,179	
Caboose	49,450	
In construction and other trains	10,250	
Empty cars	135,470	
		763,317

AMOUNT PAID FOR LOSS, DAMAGES, ETC.

For loss and damage of goods and baggage	\$140 78
For injuries, fatal and non-fatal, to employes	325 90
For animals killed—	
4 horses	\$80 00
51 cattle	5 00
25 sheep	
	\$85 00

FUEL CONSUMED.

Wood, 5,587 cords; cost, \$12,586.03.

TRANSPORTATION.

<i>Passengers.</i>		
Number carried—local	87,089	
through	330	
	<hr/>	87,419
Average number carried in each car per trip		17
Total mileage, or number carried one mile		1,748,987
Average number of miles traveled by each		20
Average amount received for each		\$0 59.503
Average amount per mile received for each		02.974
<i>Freight.</i>		
Tons carried—local	65,792	
through	6,160	
	<hr/>	71,952
Average tons in each loaded car per trip		7.20
Total movement, or tons carried one mile		2,815,008
Average amount received for each ton		\$1 07.844
Average amount per mile received for each ton		02.756

TONNAGE CLASSIFIED.

	Tons.	Per cent.
Coal	871	1.21
Stone, lime, sand, etc.	1,445	2.01
Petroleum	946	1.32
Ores	5	....
Pig and bloom iron	45	.07
Other iron and castings	194	.28
Lumber and other forest products	12,584	17.47
Live stock	7,264	10.10
Grain	26,496	36.80
Other agricultural products	1,573	2.19
Flour	5,413	7.50
Provisions (beef, pork, lard, etc.)	2,390	3.33
Manufactures, including agricultural implements	2,984	4.15
Merchandise	5,015	6.99
Miscellaneous	4,727	6.58
	<hr/>	<hr/>
Total tonnage yielding revenue	71,952	100.

EARNINGS, OPERATING EXPENSES, Etc., FOR YEAR ENDING JUNE 30.

EARNINGS.		
Passenger transportation—local	\$51,180 38	
" through	836 57	
	<hr/>	\$52,016 95
Freight transportation—local	\$69,637 19	
" through	7,959 28	
	<hr/>	77,596 47
Mail service		4,468 42
Express service		2,528 32
All other sources of income, including rents, etc.		2,529 87
	<hr/>	<hr/>
Total earnings		\$139,140 03

OPERATING EXPENSES.

Maintenance of way and structures	\$29,714 31	
Maintenance of cars	6,608 18	
Motive power	30,853 76	
Conducting transportation	26,786 54	
General expenses—		
Taxes	\$8,033 53	
Salaries	3,800 05	
Other general expenses of operating	8,097 56	
	<u>19,931 14</u>	
Total operating expenses, being 81.85 per cent. of earnings		\$113,893 93
Net earnings		\$25,246 10

AMOUNTS PER MILE (\$6.98) OPERATED.

Earnings	\$1,599 67
Operating expenses	1,309 42
Net earnings	290 25

RECEIPTS OTHER THAN EARNINGS.

Donations	\$403 49
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PAYMENTS OTHER THAN OPERATING EXPENSES.

Floating debt liquidated	\$6,531 24	
Additional equipment	7,000 00	
	<u>\$13,531 24</u>	

GENERAL BALANCE SHEET, JULY 1, 1875,

Taken after making all proper entries affecting or pertaining to the business and transactions of the company to date.

LIABILITIES.

Capital stock	\$1,115,650 00	
First mortgage bonds	300,000 00	
Second mortgage bonds	500,000 00	
Bills and accounts payable	523,704 40	
Debts payable in capital stock	17,966 94	
Due sundry accounts	1,149 26	
June bills and pay-rolls	7,521 53	
Income and expense account	16,917 87	
	<u>\$2,622,910 00</u>	

ASSETS.

Cost of railway	\$2,515,205 08	
Township bonds	78,000 00	
Bills receivable	1,176 08	
Due from sundry accounts	8,742 12	
Material on hand	7,669 01	
Cash	12,117 71	
	<u>\$2,622,910 00</u>	

CASUALTIES TO PERSONS.

Statement for the year ending June 30 of all accidents resulting in injuries to persons, giving extent and cause thereof:

December 17, 1874. L. A. Andrews, conductor: injured; ankle sprained jumping from train while in motion. Want of caution.

December 22, 1874. John Kinsey, brakeman on freight train, Findlay: was instantly killed by falling from top of train while switching. Want of caution.

June 19, 1875. E. H. Morgan, freight conductor, Fostoria: injured; right thumb smashed so badly while coupling as to necessitate amputation. Want of caution.

OFFICERS.

Directors—L. Q. Rawson	Fremont, Ohio.
C. W. Foster	Fostoria, “
Charles Foster	“ “
S. Carlin	Findlay, “
Chas. T. Moore	Fremont, “
C. S. Brice	Union City, Indiana.
J. P. Gray	“ “
D. J. Cory	Findlay, Ohio.
Receiver—I. H. Burgoon	Fremont, “
President—L. Q. Rawson	“ “
Vice-President—Charles Foster	Fostoria, “
Treasurer and Secretary—W. H. Andrews	Fremont, “
Anditor and Cashier—W. H. Andrews	“ “
Superintendent—I. H. Burgoon	“ “
Master Mechanic—John Pero	“ “
General Ticket Agent—W. H. Andrews	“ “
General Freight Agent—M. W. Siebert	“ “

State of Ohio, County of Sandusky, ss :

I. H. Burgoon, Receiver of the Lake Erie and Louisvile Railway Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1875.

(Signed)

I. H. BURGOON, *Receiver.*

Subscribed and sworn to before me, this 30th day of August, A.D. 1875.

[SEAL.]

W. H. ANDREWS, *Notary Public.*

LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY COMPANY.

LINE OPERATED—MILES.

MAIN LINE.		
Buffalo to Erie	88	
Erie to Cleveland	95.50	
Cleveland to west end Toledo bridge, via Norwalk.....	111.77	
West end Toledo bridge to Toledo.....	1.10	
Toledo to Chicago, via Adrian	244	
		540.37
BRANCHES.		
Elyria Junction to Millbury Junction, via Sandusky	72.96	
Sandusky Pier from Junction to Old Depot	3.74	
Air Line Junction to Elkhart	130.70	
Lenawee Junction to Jackson.....	41.90	
Lenawee Junction to Monroe	29.50	
Palmyra to Adrian	5.33	
Ashtabula to Ashtabula Harbor	2.51	
Ashtabula to Jamestown.....	36.09	
Junction with D. A. V. and Pitts. R. R. at Dunkirk	1.50	
		324.23
PROPRIETARY ROADS (OWNED BY COMPANY).		
Detroit, Monroe and Toledo Railroad—		
Air Line Junction to Detroit.....	62.29	
Kalamazoo and White Pigeon Railroad—		
White Pigeon to Kalamazoo.....	36.68	
Northern Central Michigan Railroad—		
Jonesville to North Lansing.....	61.14	
		160.11
ROADS OPERATED UNDER LEASE.		
Kalamazoo, Allegan and Grand Rapids Railroad (rental \$103,800 per year)—		
Kalamazoo to Grand Rapids.....	58	
Jamestown and Franklin Railroad (40 per cent. of gross earnings)—		
Jamestown to Oil City	51.10	
Mahoning Coal Railroad (40 per cent. of gross earnings)—		
Andover to Youngstown	38	
Tyrrel Hill to Vienna.....	2.60	
Coalburgh to New York, Ohio.....	.98	
	41.58	
		150.68
Total single main track		\$1,175.39
Double main track		230.80
Aggregate of sidings and other tracks.....		432.75
		663.55
Total length of track.....		1,838.94

STOCK AND DEBT.

CAPITAL STOCK.	
Amount authorized.....	\$50,000,000 00
Par value of shares	\$100
Amount paid in—common	49,463,500 00
preferred.....	533,500 00
Total paid in.....	\$50,000,000 00
Average amount paid in per mile (1,024.71).....	\$48,794 30
Proportion for Ohio (377.62 miles).....	18,425,703 57
Stockholders residents of Ohio, 1,286.	
Amount of stock held by them May 5, 1875 (annual election)	4,731,800 00
Location of transfer offices out of this State: Farmers' Loan and Trust Company, New York.	
Number of shares transferred within the year at such agency: Don't know.	

Issued.	DEBT.	Due.
July 1, 1870. Lake Shore and Mich. S. R'y con. 1st mort. bonds \$6,608,000	July 1, 1900	
Less sinking fund	1,000,000	
		\$5,608,000
Oct. 1, 1869. Lake Shore and Mich. Southern mort., \$2,000,000 issue	Oct. 1, 1879	\$1,198,000
April 1, 1869. Lake Shore R'y dividend bonds ...	April 1, 1899	1,442,000
Jan. 1, 1859. C. P. and A. R. R. mortgage.....	Jan. 1, 1880	1,000,000
Oct. 1, 1867. " 3d mortgage....	Oct. 1, 1892	1,000,000
May 1, 1855. Michigan Southern and Northern Indiana R. R. 1st mort.....	May 1, 1885	5,256,000
Nov. 1, 1857. Michigan Southern and Northern Indiana R. R. 2d mort.....	Nov. 1, 1877	2,692,000
July 1, 1855. Cleve. and Toledo R. R. 1st mort ..	July 1, 1885	1,595,000
April 1, 1866. " 2d mort... ..	April 1, 1886	849,000
July 1, 1862. Buffalo and Erie R. R. mort.....	July 1, 1882	200,000
Sept. 1, 1866. " " 	Sept. 1, 1886	300,000
April 1, 1868. " " 	April 1, 1898	2,850,000
Dec. 1, 1873. Lake Shore and Mich. South. R'y con. 2d general mortgage	Dec. 1, 1903	8,982,000
Oct. 1, 1872. Lake Shore and Michigan Southern Railway bonds of 1882.....	Oct. 1, 1882	3,529,000
C. P. and A. R. R. \$500,000 issue, not presented	July 1, 1874	10,000
Total L. S. and M. S. R'y funded debt, all bearing 7 per cent., payable semi-annually in currency		\$36,511,000
Aug. 1, 1856. Detroit, Monroe and Toledo 1st mort. 7 per cent.....	Aug. 1, 1876	924,000
Sept. 1, 1869. White Pigeon and Kalamazoo 1st mort. 7 per cent.....	Jan. 1, 1890	400,000
Oct. 1, 1867. White Pigeon and Kalamazoo 1st mort. 8 per cent.....	July 1, 1887	200,000
Amount of funded debt on 1,024.71 miles owned.....		\$38,035,000 00

(Amount in hands of trustees of sinking fund for redemp-

tion [deducted]	\$1,000,000 00)	
Other debts, current credit balances, etc	1,061,497 45	
Decrease since June 30, 1874 (floating debt paid)	2,160,088 00	
Cash, securities, debit balances, etc., available to payment	933,974 73	
Total debt liabilities	38,035,000 00	
Increase since June 30, 1874	495,912 00	
Average amount of debt per mile	37,117 81	
Proportion for Ohio	14,016,427 41	
Total of paid-in stock and debt		\$88,035,000 00
Total average amount per mile	\$85,912 11	
Proportion for Ohio	32,442,130 98	

COST OF ROAD, EQUIPMENT, Etc.

CONSTRUCTION OF ROAD.

Total expenditures for construction	\$18,184,703 35
Average cost per mile, not including sidings	\$66,540 48
Proportion for Ohio	25,127,016 05

EQUIPMENT.

Total expended for equipment	\$14,341,865 06
Average amount per mile (1,175.39) operated	\$12,201 79
Proportion for Ohio (419.20 miles)	5,114,990 37

Total for road and equipment	\$82,526,568 44
Total average amount per mile	78,742 27
Proportion for Ohio	30,242,006 42
Value of real estate owned, exclusive of roadway	2,500,000 00

CHARACTERISTICS, Etc.

LINE OWNED BY COMPANY—MILES.

	Length.	In Ohio.
Main line—Buffalo to Chicago	540.37	195.01
Branches—Elyria Junction to Millbury Junction, via Sandusky	72.96	72.96
Sandusky pier, from Junction to old depot	3.74	3.74
Air Line Junction to Elkhart, Indiana	130.70	64.90
Lenawee Junction to Jackson, Michigan	41.90	.....
" Monroe, "	29.50	.....
Palmira to Adrian	5.33	.....
Ashtabula to Ashtabula Harbor	2.51	2.51
Ashtabula to Jamestown	36.09	30.80
Junction with D. A. V. and Pitts. R. R. at Dunkirk	1.50	.....
Proprietary Roads—Detroit, Monroe and Toledo R. R. Air Line, Junction to Detroit	62.29	7.70
Kalamazoo and White Pigeon R. R., White Pigeon to Kalamazoo	36.68	.....
Northern Central Michigan R. R., Jonesville to North Lansing	61.14	.....
Total single main track	1,024.71	377.62
Double main track	230.80	106.06
Aggregate of sidings and other tracks	409.95	208.73
Total length of rail, computed as single track	1,665.46	692.41

Length in Ohio distributed as follows :

County.	Main track.	Branches.	Double Track.	Sidings, etc.	Total.
Ashtabula	27.78	33.31	27.78	15.53	104.40
Lake	28.50	.....	28.50	8.40	65.40
Cuyahoga	31.32	.....	31.30	44.01	106.63
Lorain	34.98	.....	7.74	27.23	69.95
Erie	28.74	3.74	.....	19.37	51.85
Huron	26.63	.....	.....	12.03	38.66
Sandusky	26.66	.....	.....	7.29	33.95
Ottawa	41.67	.....	.....	21.67	63.34
Wood	7.70	.....	6.74	3.07	17.51
Lucas	13.99	23.81	4	40.29	82.09
Fulton .....	.....	24.49	.....	6.24	30.73
Williams .....	.....	24.30	.....	3.60	27.90
Totals	267.97	109.65	106.06	208.73	692.41
Laid with steel rail	105.26	.....	106.06	.....	211.32
Laid with steel top rail	14.77	.....	.....	.....	14.77

OPERATED UNDER LEASE (EMBRACED IN THIS REPORT).

	Length.	In Ohio.
Kalamazoo, Allegan and Grand Rapids Railroad	58	.....
Jamestown and Franklin Railroad	51.10	.....
Mahoning Coal Railroad and branches	41.58	41.58
Total single track	150.68	41.58
Sidings and other tracks	22.80	4.97
Total	173.48	46.55

Miles of steel and "capped" rail, entire line, 565.50.

Weight of rail per yard on main track, 60 lbs.; gauge of track, 56½ and 57½ inches.

Road in Ohio all ballasted with stone and gravel.

Miles ballasted since June 30, 1874: We keep stone and gravel trains busy keeping up the road-bed to the highest standard.

BRIDGES.

Wood bridges, 24; greatest age, 23 years; aggregate length, 3,247½ feet.

Iron, " 13; " 11 " 1,574 "

Stone, " 11; " " 2,039 "

6,860½ feet.

Bridges built, not heretofore reported, included in the above :

Wood, 1; at Mud Creek (omitted in 1874 report)..... 60 feet.

" 1; at Stryker, rebuilt; length reduced..... 74 "

Trestles, 79; aggregate length, 6,428 feet; greatest age, 6 years.

Tunnels—Stone, 1; length, 114 feet.

FENCING IN OHIO.

Miles (single) built by company; total cost, can not say; all inclosed.

Miles built within the year ending June 30, 1875: Constantly renewing at cost of \$1.50 per rod.

STATIONS, ETC.

Passenger and freight—entire line..... 288; in Ohio..... 101

Water and fuel, " 133; " 44

Telegraph offices in stations " 214; " 85

RAILROADS CROSSED AT GRADE IN OHIO.

Cleveland, Tuscarawas Valley and Wheeling—Elyria.

Baltimore and Ohio (Lake Erie Division)—Monroeville.

Cincinnati, Sandusky and Cleveland—Clyde.

Lake Erie and Louisville—Fremont.

Dayton and Michigan—East Toledo.

Toledo, Tiffin and Eastern—East Toledo.

Toledo, Wabash and Western—Toledo.

Cleveland and Pittsburgh—Cleveland.

Ashtabula, Youngstown and Pittsburgh—Ashtabula.

Painesville and Youngstown—Painesville.

Atlantic and Great Western—Youngstown and Kinsman.

Do all trains on your roads stop at these crossings? Yes.

Are flagmen stationed at each? Targets, with men to tend them.

Are your time-tables arranged to secure connections with roads named? Yes.

Number of highways crossed at grade in Ohio	471
Miles of telegraph on line of road..... 6,450; in Ohio.....	2,802
owned by company..... 1,076; “	440
Number of telegraph stations operated by company. 79; “	29
Number operated jointly with telegraph company... 135; “	56

ROLLING STOCK.

Locomotives.....	495;	average weight (in working order)..	81,000 lbs.
Tenders	452;	“ (full of water and fuel)	42,000 “
Express and baggage cars.....	63;	“	25,000 “
Passenger cars.....	174;	“	34,000 “
Drawing-room and sleeping cars	32;	“	62,300 “
Freight cars.....	9,748;	“	16,600 “
Other cars.....	513;	“	12,000 “

NOT OWNED BY COMPANY (INCLUDED ABOVE).

Drawing-room, 6; sleeping cars, 26. Owned by Gates and Wagner, Buffalo.

State terms of service:

Gates and Wagner place the cars upon the road at their own expense, and maintain the inside, receiving the entire revenue from berths and seats. The railway company haul the cars, heat and light them, and maintain the outside of the cars, trucks, wheels, etc.

Average number of cars (including baggage cars) in passenger trains, 5 1-5.

“ “ “ in freight trains, 35.

Kind of brake in use on passenger cars: Westinghouse air-brake.

Method of bridging between passenger cars when two or more are run in trains: The Miller platform.

Are all cars run on your road heated and lighted as prescribed by act passed May 4, 1869 (66 Ohio Laws, 94)? Yes.

State method of heating passenger, sleeping, parlor and drawing-room cars run on your road: The Baker warmer—hot water in coiled pipes under the seats.

Means of lighting same: Car candles in glass globes.

Number of persons employed by company, 10,455; proportion for Ohio, 3,728.

SPEED OF TRAINS—MILES PER HOUR.

Express passenger—highest rate allowed....	40;	average, including stops.....	30
Mail and accommodation	30;	“ “	22
Freight trains	15;	“ “	10

RATES FOR TRANSPORTATION.

PASSENGERS.

Fare charged per mile :

	Highest.	Lowest.
For the shortest distance carried (1 6-10 miles)	3.12 cents.	3.12 cents.
more than 8 and less than 30 miles.....	3. “	2.50 “
more than 30 miles and less than entire length of main road in Ohio.....	3. “	2.50 “
through passengers.....	2.59 “	1. “

Is there an addition to ticket rates if fare is paid on trains? No.

Amount charged in addition to regular fares in sleeping or other cars run on your road?

For seat, 50 cents; berth, \$2.00; section, \$4.00; state-room, \$5.00.

FREIGHT.

Rate charged per ton per mile :

	Highest.	Lowest.
For the shortest distance carried (2 miles).....	8. cents.	5. cents.
more than 5 and less than 30 miles.....	5.50 “	2.25 “
more than 30 miles and less than entire length of main road in Ohio.....	5. “	1.25 “
through freight between Buffalo and Chicago	1.75 “	.60 “

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road?

American Express, Buffalo to Cleveland; United States Express, Cleveland to Chicago.

State terms:

We carry their freight, delivered to us at the cars, as follows:

American, \$198.40 per day for 16 tons; for excess through, 62 cents per 100 pounds; and for all way freight, 30 cents per 100 pounds.

United States, \$312.50 per day for 10 tons; and for way freight, 60 cents per 100 pounds.

What freight, transportation or other special lines run on your road?

Red Line, coöperative; White Line, coöperative; Great Western Despatch, coöperative; Empire Line, stock company; Merchants' Despatch, stock company; Lake Shore Crude Oil Transportation Company, stock company.

State terms as to rates, use of track, machinery, repair of cars, etc., with each:

Coöperative lines: Each railroad company contributes its quota of cars, and shares in all expenses according to earnings received, adjusted at line meetings monthly.

The stock companies furnish their own cars, receiving the usual mileage therefor; also a commission on freight brought to the road.

Name and post-office address of the principal agent or officer of each line:

American Express Company, H. S. Julier, Superintendent, Cleveland, Ohio.

United States Express Company, E. M. Matthews, Superintendent, Cleveland, Ohio.

Red Line, B. F. Smith, General Manager, Buffalo, New York.

White Line, George Darling, General Manager, Buffalo, New York.

Great Western Despatch, H. R. Duval, General Manager, New York.

Empire Line, George W. Ristine, Superintendent, Cleveland, Ohio.

Merchants' Despatch, O. B. Skinner, General Manager, Cleveland, Ohio.

Lake Shore Crude Oil Transportation Company, Levi T. Scofield, President, Cleveland, Ohio.

DOINGS OF THE YEAR ENDING JUNE 30.

RAIL LAID—MILES.

Re-rolled iron	(in Ohio, 53.03)	112.36	
Spliced and mended iron	(" 130.22)	150.27	
Steel—weight, 60 lbs. per yard	(" 22.01)	70.52	
			333.15

LOCOMOTIVES AND CAR MILEAGE.

Locomotives.

Hauling passenger trains	2,615,253	
freight trains	6,093,799	
construction and other trains	3,150,343	
		11,864,395

Cars.

Passenger	6,072,347	
Express and baggage	4,553,666	
Freight	120,481,475	
Caboose	6,093,799	
In construction and other trains	5,534,000	
Empty cars	40,160,491	
		\$182,900,778

AMOUNT PAID FOR LOSS, DAMAGES, ETC.

For loss and damage of goods and baggage	\$36,588 66	
For injuries in Ohio, fatal and non-fatal:		
To passengers	\$200 00	
To employes	10,836 27	
To others	75 00	
		11,111 27
For animals killed in Ohio— 5 horses	\$355 00	
13 cattle	210 00	
10 sheep	30 00	
		595 00
Amount claimed, unsettled, and in litigation for injuries in Ohio to persons	30,300 00	

FUEL CONSUMED.

Wood, 115,707 cords; cost, \$431,533.37; Coal, 241,659 tons; cost, \$824,879.53.

TRANSPORTATION.

Passengers.

Number carried—local	3,008,164	
through	69,839	
		3,078,003
Average number carried in each car per trip		25
Total mileage, or number carried one mile		166,295,590
Average number of miles traveled by each		54
Average amount received for each		\$1 32.51
Average amount <i>per mile</i> received for each		02.452

Freight.

Tons carried—local.....	4,491,816	
through, between Buffalo and Chicago.....	501,122	
	<hr/>	4,992,938
Average tons in each loaded car per trip.....		10
Total movement, or tons carried one mile....		939,945,217
Average amount received for each ton		\$2 07.
Average amount per mile received for each ton		01.099

TONNAGE CLASSIFIED.

	Tons.	Per cent.
Coal.....	640,039	12.8
Stone, lime, and sand	149,893	3.
Petroleum	493,887	9.9
Ores	8,391	.2
Pig and bloom iron	42,584	.9
Railroad iron (iron and steel rails).....	28,762	.6
Other iron and castings	99,984	2.
Lumber and other forest products	532,413	10.7
Live stock.....	431,104	8.6
Grain	878,123	17.6
Other agricultural products	151,742	3.
Flour	280,440	5.6
Provisions (beef, pork, lard, etc.).....	239,849	4.8
Manufactures, including agricultural implements.....	175,513	3.5
Merchandise.....	264,790	5.3
Miscellaneous.....	575,424	11.5
	<hr/>	<hr/>
Total tonnage yielding revenue.....	4,992,938	100
Supplies for company's use	457,170	

EARNINGS, OPERATING EXPENSES, Etc., FOR YEAR ENDING JUNE 30.

EARNINGS.

Passenger transportation—local.....	\$3,282,024	99	
through.....	796,714	85	
	<hr/>		\$4,078,739 84
Freight transportation—local.....	\$7,918,979	64	
through.....	2,412,643	78	
Add for storage, E. and P. freight, etc	119,679	48	
	<hr/>		\$10,451,302 90
Mail service		438,639	89
Express service		311,308	99
All other sources of income, including rents, etc		133,867	09
	<hr/>		<hr/>
Total earnings			\$15,413,858 71

OPERATING EXPENSES.

Maintenance of way and structures	\$2,870,082	12
Maintenance of cars	933,969	29
Motive power	687,762	30
Conducting transportation.....	6,045,335	47

General expenses—

Taxes—Ohio (35 per cent. of the road operated) \$270,852 01

New York, Pennsylvania, Michigan,

Indiana, and Illinois, five States,

embracing 65 per cent. of the road

operated 227,692 38

\$498,544 39

Total operating expenses, being 71.59 per cent. of earnings..... \$11,035,613 57

Net earnings \$4,378,165 14

AMOUNTS PER MILE (1,175.39) OPERATED.

Earnings..... \$13,113 82; proportion for Ohio (419.20)..... \$5,497.313 34

Operating expenses.. 9,388 96; 3,935,852 03

Net earnings 3,724 86; 1,561,461 31

OTHER RECEIPTS AND PAYMENTS WITHIN THE YEAR.

RECEIPTS OTHER THAN EARNINGS.

Sale of bonds of company (not previously issued)..... \$3,656,000 00

Sale of real estate 25,834 33

Sale of stocks and bonds of other companies..... 240,356 25

\$3,922,190 58

PAYMENTS OTHER THAN OPERATING EXPENSES.

Interest on bonds..... \$2,554,676 65

Discount in sale of bonds..... 365,600 00

Dividends, rate 10 per cent. on preferred stock..... 53,350 00

(Date of last dividend declared on preferred stock, Feb. 1, 1875.)

Dividends, rate 3.25 per cent. on common stock..... 1,607,661 25

(Date of last dividend declared on common stock, Feb. 1, 1875.)

Floating debt liquidated 2,160,088 00

Applied to sinking fund..... 1,000,000 00

Lease of Erie and Kalamazoo Railroad..... \$30,000 00

Kalamazoo, Allegan and Grand Rapids

Railroad 103,800 00

Jamestown and Franklin Railroad ... 87,652 94

Mahoning Coal Railroad..... 30,586 23

252,030 17

Construction of new work 1,021,535 16

Additional equipment 109,018 24

Additional real estate..... 133,355 87

\$9,257,324 34

GENERAL BALANCE SHEET, JULY 1, 1875,

Taken after making all proper entries affecting or pertaining to the business and transactions of the line and company to date.

LIABILITIES.

Capital stock..... \$50,000,000 00

Funded debt Lake Shore and Michigan Southern Railway.. 36,511,000 00

Funded debt Detroit, Monroe and Toledo Railroad..... 924,000 00

Funded debt White Pigeon and Kalamazoo Railroad..... 600,000 00

June liabilities, payable July 1,061,497.45

Income account, or profit and loss..... 2,229,071 00

\$91,325,568 45

ASSETS.

Lake Shore and Michigan Southern Railway and branches, 864 miles.....	\$64,935,240 29	
Detroit, Monroe and Toledo Railroad, 62.29 miles	1,291,968 13	
White Pigeon and Kalamazoo Railroad, 36.68 miles	610,000 00	
Northern Central Michigan Railroad, 61.14 miles.....	1,347,494 96	
Jamestown and Franklin Railroad, 51 miles	1,901,638 49	
Equipment for 1,175 miles of road.....	14,341,865 06	
Lake Shore and Michigan Southern R'y stock, 2,514 shares.	251,400 00	
Detroit, Monroe and Toledo stock, 4,136 shares.....	413,600 00	
Stocks of other companies, \$629,392.00	624,483 52	
Bonds of other companies, \$1,649,000 00.....	1,541,787 50	
Bills receivable.....	847,829 55	
Cash on hand, in transit, and uncollected earnings	933,974 73	
Surplus, rails, fuel, etc.....	2,270,865 29	
General office building	11,612 14	
Sundry bond-scrips.....	1,808 79	
	<hr/>	\$91,325,568 45

CASUALTIES TO PERSONS IN OHIO.

Statement for the year ending June 30 of all accidents resulting in injuries to persons, giving extent and cause thereof:

July 7, 1874. ——— Anderson and ——— Foote, near Elyria: riding in wagon, attempted to cross track in front of approaching train; wagon struck by engine; occupants slightly injured.

July 8, 1874. Mrs. Spades, near Elyria: received some injury in attempting to drive cattle across the track in front of approaching engine.

July 11, 1874. Unknown man, near East Toledo: slightly injured; drunk; fell from moving train.

July 17, 1874. J. V. Lufis, employé, near Huron: killed; fell from gravel train.

July 23, 1874. J. M. Brainard, Geneva: foot crushed; attempted to cross track between two sections of train.

July 24, 1874. Thomas Keating, employé, near Air Line Junction: leg broken; fell from train. Want of caution.

July 29, 1874. James Cassidy, employé, Cleveland: badly bruised; crowded between tender of moving engine and post of round-house. Want of caution.

August 1, 1874. A. J. White, employé, Millbury: foot run over and toes cut off; fell in attempting to get on moving train. Want of caution.

August 2, 1874. P. Cunningham, employé, Collamer: injured; getting off moving train. Want of caution.

August 3, 1874. Tramp: fell from train and slightly injured; train not in motion.

August 7, 1874. H. Berger, employé, Ceylon: slightly injured falling from freight train. Want of caution.

August 8, 1874. D. Fourshee, passenger, Cleveland: bruised; fell through piling running after moving train.

August 15, 1874. ——— Miller, near Venice: arm broken; walking on track, struck by train.

August 16, 1874. Wm. Jackson, employé, Cleveland: ankle sprained; fell from car. Want of caution.

August 18, 1874. Thomas Keaton, employé, Air Line Junction: leg broken: walking on track and struck by engine. Want of caution.

August 22, 1874. George Bunnell, employé, Elyria: foot crushed making up train. Want of caution.

August 29, 1874. Christopher Klopstein, employé, Toledo: arm crushed coupling cars: amputation. Want of caution.

September 7, 1874. Byron Shram, employé, Mentor: severely bruised; fell from top of freight car. Want of caution.

September 8, 1874. Thomas Morrissey, tramp, Amherst: killed; walking on track and run over.

September 9, 1874. William Wingerst, near Millbury: slightly injured: crossing track with team, struck by engine.

September 19, 1874. Michael O'Connell, employé, Kingsville: killed: fell from train. Want of caution.

September 19, 1874. Unknown passenger, near Amherst: injured: jumped from train going at high rate of speed, receiving only slight injuries. Want of caution.

September 21, 1874. David Standing, employé, Olmstead Falls: foot crushed attempting to get on moving train. Want of caution.

September 25, 1874. Unknown man, near Madison: killed; walking on track; struck by train.

September 28, 1874. Mrs. Augusta Helbing, passenger, Toledo: slightly injured; getting off moving train.

September 28, 1874. Alexander Wicks, near Olmstead Falls: killed; walking on track at night: struck by train.

October 1, 1874. Albert Strong, employé, Cleveland: sprained his ankle; falling from engine. Want of caution.

October 1, 1874. Barbara Burgess, Berea: killed; standing on track, and struck by approaching train.

October 6, 1874. W. D. Rowland, employé, Cleveland: foot crushed; attempting to get on train in motion. Want of caution.

October 10, 1874. Mrs. Helen Rhodes, passenger, Olmstead Falls: ankle broken: getting off train while in motion.

October 12, 1874. Angel Windsor, aged 85, west of Conneant: killed: crossing track in front of approaching train.

October 12, 1874. Michael Holland, employé, near Euclid: both legs crushed; run over by train. Want of caution.

October 12, 1874. William Snyder, employé, Cleveland: fatally injured: crushed between cars, and died from the injuries shortly after the accident. Want of caution.

October 15, 1874. R. Arnold, employé, Elmore: killed; fell from moving train. Want of caution.

October 17, 1874. J. Ellsworth, passenger, near Willoughby: slightly injured; jumped from train going at high rate of speed.

October 19, 1874. John Gastonober and H. W. Lovejoy, employés, Air Line Junction: slightly injured: struck by bridge while riding on top of cars. Want of caution.

October 21, 1874. Patrick Walsh, passenger, Elyria: leg broken; getting off train when in motion.

October 28, 1874. John Sloway, Holland: scalp wounds and other slight injuries; crossing track with team; struck by engine.

November 1, 1874. James McGarrahan, aged 14, Toledo: killed; sleeping near track; struck by engine.

November 3, 1874. Rudolph Mullen, Toledo: killed; intentionally placed himself in front of approaching train.

November 3, 1874. — Llewellyn, near Millbury: killed; walking on track; struck by engine.

November 4, 1874. John Balfinch, employé, Ashtabula: slightly injured falling between cars. Want of caution.

November 18, 1874. A. M. Boody, passenger, Unionville: slightly injured; walked off moving train in a fit of somnambulism.

November 20, 1874. A. Smith, employé, Cleveland: scalp wounds; knocked down by train. Want of caution.

November 27, 1874. Sebastian Sellers, Toledo: killed; walking on track; run over.

November 29, 1874. Robert Teare, employé, Collamer: caught between two engines and severely squeezed. Want of caution.

December 4, 1874. Andrew Cole, near Glenville: run over by some train during previous night; found in a dying condition: subsequently died.

December 8, 1874. Unknown man, tramp, near Clyde: seriously injured; stealing ride; fell from train.

December 10, 1874. N. Keat, employé, Cleveland: severely injured; switching cars: he subsequently died. Want of caution.

December 11, 1874. Rand Henry, east of Elyria: slightly injured; standing on track and struck by train.

December 19, 1874. J. W. Jones, employé, Rockport: arm broken; fell from top of car. Want of caution.

December 23, 1874. E. A. Kellogg, passenger: killed; supposed to have fallen off platform while train was in motion.

December 23, 1874. E. McAvoy, employé, Norwalk: arm crushed coupling cars; died from effects of injury February 26, 1875. Want of caution.

December 28, 1874. J. Prentice, passenger, Ashtabula: severely bruised; stepped from train while in motion.

January 1, 1875. James Karnes, employé, Cleveland: hand crushed coupling cars; amputation. Want of caution.

January 6, 1875. John Miller, East Toledo: severely bruised; in charge of live stock; caught between cars.

January 8, 1875. James Shannon, aged 13, Painesville: killed; standing near track and struck by train.

January 10, 1875. Edward Burke, employé, Collamer: killed; run over by train. Want of caution.

January 14, 1875. J. L. Brooks, near Madison: crossing track with load of wood; struck by train; he subsequently died from the injuries.

January 17, 1875. Colored man named Douglass, Air Line Junction: under the influence of liquor fell from train; run over and leg taken off.

January 20, 1875. C. Fisher, Sandusky: killed; crossing track in front of train, and struck by engine.

January 22, 1875. L. W. Hunker, employé, Air Line Junction: killed; run over by train. Want of caution.

February 12, 1875. L. Gray, employé, Olmstead Falls: fell from train while in motion and died from the injuries. Want of caution.

March 8, 1875. Geo. Ross, Madison: slightly injured; thrown from wagon and struck by train.

March 12, 1875. S. Winston, employé, Vermillion: slightly injured: knocked down by moving train. Want of caution.

March 13, 1875. Martin Lentz, near Cleveland: struck by train, and died from injuries.

March 25, 1875. Unknown man, Middle Ground, Toledo: killed; run over by train.

March 27, 1875. M. C. Gould, employé, Euclid: ankle crushed in collision of trains. Cause beyond his own control.

April 8, 1875. Nelson Parker, employé, C., C., C. and I. Railway, Cleveland yard: killed; run over by train. Want of caution.

April 12, 1875. James Swaffield, employé, Cleveland: injured in the back: fell from car. Want of caution.

April 15, 1875. John Towusend, Elyria: killed; struck by engine.

April 17, 1875. J. Elden, employé, Toledo: collar-bone broken coupling cars. Want of caution.

April 19, 1875. Geo. Bradley, Mentor: injured: attempted to get on train while in motion and fell.

April 28, 1875. Richard Tobin, Collamer yard: injured in back of head: walking on track was struck by engine.

May 9, 1875. J. Muldonney, employé, Berea: somewhat bruised falling between cars. Want of caution.

May 16, 1875. William Marsh, Elmore: slightly injured; sleeping near track; struck by engine pilot.

May 16, 1875. Chas. McCarty, employé, Cleveland: injured in the head; sitting on cross-tie; struck by engine. Want of caution.

May 30, 1875. Thomas Daffie, Genoa: found dead near the track; supposed to have been run over by some train during previous night.

June 4, 1875. Herman Arnold, passenger, Wakeman: slightly injured jumping from moving train.

June 5, 1875. Charles Maloy, Cleveland: injured; in spite of flagman's warnings, attempted to cross track; was struck by approaching train, and had one leg taken off.

June 6, 1875. George Wetzel, Amherst: picked up dead near track: supposed to have been run over by some train during previous night.

June 12, 1875. Frank Hayden, boy, Cleveland: attempted to cross track as train approached; struck by engine; died from the injuries.

June 28, 1875. John Meyers, passenger, Oak Harbor: slightly injured getting off train while in motion.

RECAPITULATION.

Killed—Passengers from misconduct or want of caution	1
Employés—from misconduct or want of caution	8
Others—at stations and highway crossings.....	2
trespassing, on track, etc.....	17
	<hr/>
Total	19
	<hr/>
	28

Injured—Passengers—from misconduct or want of caution.....	10
Employés—from causes beyond their control	1
misconduct or want of caution.....	28
Others—at stations and highway crossings	8
stealing rides.....	2
trespassing, on track, etc.	8
Total	18
Total	57

NOTE.—In addition to the above-mentioned cases, 40 employés, while coupling or uncoupling cars, received minor injuries, such as bruising the thumbs or fingers.

OFFICERS.

Directors—C. Vanderbilt	New York City.
W. H. Vanderbilt.....	“
Augustus Schell	“
Samuel F. Barger	“
Robert L. Crawford	“
John E. Burrill.....	“
J. Condit Smith	Buffalo, N. Y.
Wm. L. Scott	Erie, Pa.
Charles M. Reed.....	“
Judah C. Spencer.....	“
Henry B. Payne	Cleveland, Ohio.
Amasa Stone	“
Albert Keep.....	Chicago, Ill.
President—Cornelius Vanderbilt.....	New York City.
First Vice-President—Wm. H. Vanderbilt.....	“
Second Vice-President—Augustus Schell	“
Managing Director—Amasa Stone.....	Cleveland, Ohio.
Solicitor—James Mason	“
Auditor—C. P. Leland.....	“
Treasurer—E. D. Worcester.....	New York City.
Secretary and Assistant Treasurer—George B. Ely.....	Cleveland, Ohio.
Cashier—N. Bartlett.....	“
General Superintendent—Charles Paine.....	“
Master Mechanic—James Sedgley.....	“
Chief Engineer—Charles Collins.....	“
General Ticket Agent—J. W. Cary.....	“
General Freight Agent—Addison Hill	“
Purchasing Agent—A. C. Armstrong	“

State of Ohio, County of Cuyahoga, ss:

Amasa Stone, Managing Director of the Lake Shore and Michigan Southern Railway Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1875.

[Signed]

AMASA STONE.

Subscribed and sworn to before me, this 31st day of August, A.D. 1875.

[SEAL.]

NICHOLAS BARTLETT, *Notary Public.*

LAWRENCE RAILROAD COMPANY.

[ROAD OPERATED BY PENNSYLVANIA COMPANY.]

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized.....	\$500,000 00	
Amount issued	450,000 00	
Par value of shares.....	\$50 00	
Total paid in—common.....		\$450,000 00
Increase since June 30, 1874.....	\$80,860 00	
Average amount paid in per mile (22.04).....	20,417 42	
Proportion for Ohio (12.68 miles)	258,892 88	
Stockholders, residents of Ohio, 16.		
Amount of stock held by them June 30, 1875.....	26,850 00	
Location of transfer offices out of this State: Pittsburgh, Pa.		
Number of shares transferred within the year at such agency, \$70.		

DEBT.

First mort. 7 per cent. bonds, due August, 1895	\$355,000 00	
Amount in hands of trustees of sinking fund for redemption..	\$10,925 00	
Average amount of debt per mile on 17.98 miles, securing mort-		
gage	19,744 16	
Proportion of same for Ohio(8.62 miles).....	170,194 66	
Total of paid-in stock and debt		\$805,000 00
Total average amount per mile.....	\$40,161 58	
Proportion of same for Ohio	429,087 54	

COST OF ROAD, EQUIPMENT, Etc.

CONSTRUCTION OF ROAD.

Total expenditures for construction	\$791,384 74	
Average cost per mile, not including sidings.....	\$35,906 75	
Proportion for Ohio.....	455,297 59	

EQUIPMENT.

None owned by Company; furnished by lessee.

CHARACTERISTICS, Etc.

LINE OWNED BY COMPANY—MILES.

	Length.	In Ohio.
Youngstown, Ohio, to Lawrence Junction, Pa.....	17.98	8.62
Youngstown to Canfield.....	4.06	4.06
Total single main track	22.04	12.68
Aggregate of sidings and other tracks	3.20	.88
Total length of rail, computed as single track.....	25.24	13.56

Length in Ohio all in Mahoning county.

Miles of steel rail: None.

Weight of rail per yard on main track, 60 pounds; gauge of track, 57½ inches.

Road in Ohio all ballasted with gravel.

Miles ballasted since June 30, 1874: 1.30 with gravel.

BRIDGES, ETC., IN OHIO.

Wood bridges, 4; greatest age, 9 years; aggregate length, 403 feet.

Stone culverts, 6; " " 113 "

Trestles, 1; length, 581 feet; age, 9 years.

FENCING IN OHIO.

Miles built by the Company (total cost \$3,219.84), 8.62.

built within the year ending June 30, 1875 (cost per rod \$1.10), 2.

required to inclose road (both sides), all fenced.

STATIONS, ETC.

Passenger and freight—entire line	11	In Ohio, 5
Water and fuel "	2	" 1
Telegraph offices in stations "	3	" 2
Miles of telegraph owned by the company	17.98	" 8.62
Re-rolled iron rail laid within the year ending June 30		4.897 miles.

RECEIPTS AND EXPENDITURES FOR YEAR ENDING JUNE 30.

RECEIPTS.

Payments on capital stock	\$89,800 00	
Lessee, for rent of road	67,978 55	
All other sources of income for the year	4,255 14	
	<hr/>	\$162,033 69

EXPENDITURES.

Interest on bonds	\$24,850 00	
Dividends, rate 10 per cent	43,043 41	
(Date of last dividend declared, June 30, 1875.)		
Taxes—Ohio	1,359 85	
General expenses of organization	2,233 48	
Construction of new work	75,301 88	
	<hr/>	\$157,678 62

GENERAL BALANCE SHEET, JULY 1, 1875.

Taken after making all proper entries affecting or pertaining to the business and transaction of the line to date.

LIABILITIES.

Capital stock	\$450,000 00	
First mortgage bonds	355,000 00	
Interest on bonds (outstanding coupons)	595 00	
G. W. Cass, trustee	257 50	
Miscellaneous accounts	666 00	
Income account	39,823 25	
	<hr/>	\$846,341 75

ASSETS.

Construction	\$791,384 79
F. M. Hutchinson, treasurer.....	43,157 75
Winslow, Lanier & Co.....	874 21
Sinking fund.....	10,925 00
	<hr/> \$846,341 75

OFFICERS.

Directors—Thomas D. Messler.....	Pittsburgh, Penn.
G. W. Cass	“ “
J. N. McCullough.....	“ “
John B. Jackson	“ “
A. L. Crawford	New Castle, Penn.
Caleb B. Wick	Youngstown, Ohio.
R. W. Cunningham	New Castle, Penn.
President, Thomas D. Messler	Pittsburgh, Penn.
Treasurer and Secretary, F. M. Hutchinson	“ “

State of Pennsylvania, County of Allegheny, ss :

Thomas D. Messler, President of the Lawrence Railroad Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1875.

(Signed)

THOS. D. MESSLER, *President.*

Subscribed and sworn to before me, this 31st day of August, A.D. 1875.

[SEAL.]

FRANK SEMPLE, *Notary Public.*

REPORT OF PENNSYLVANIA COMPANY, OPERATING.

CHARACTERISTICS.

OPERATED UNDER LEASE—EMBRACED IN THIS REPORT.

	Length.	In Ohio.
Lawrence Railroad—main line.....	17.98	3.62
Canfield Branch	4.06	4.06
Total single track	22.04	12.68
Sidings and other tracks.....	3.20	0.88
Total	25.24	13.56

Railroads crossed at grade in Ohio: None.

Number of highways crossed at grade in Ohio, 9

Miles of telegraph on line of road, 17.98; in Ohio, 8.62.

Number of telegraph stations operated by Company, 3; in Ohio, 2.

Number operated jointly with telegraph company, 3; in Ohio, 2.

ROLLING STOCK.

Operated by rolling stock of Pennsylvania Company, operating Pittsburgh, Ft. Wayne and Chicago Railway.

Average number of cars (including baggage cars) in passenger trains..... 7

Average number of cars in freight trains 20

Kind of brake in use on passenger cars: Westinghouse air-brake.

Method of bridging between passenger cars, when two or more are run in trains: Adjustable board.

Are all cars run on your road heated and lighted as prescribed by act passed May 4, 1869 (66 Ohio Laws, 94)? Yes.

State method of heating passenger, sleeping, parlor and drawing-room cars run on your road: Drupp's patent safety stove.

Means of lighting same: Lard-oil lamps and candles.

Number of persons employed by Company: Proportion for Ohio, 200.

SPEED OF TRAINS—MILES PER HOUR.

Express passenger—highest rate allowed, not limited; average, including stops..... 27

Mail and accommodation, “ “ “ “ “ 21

Freight trains, “ “ 15; “ “ 11

RATES FOR TRANSPORTATION.

PASSENGERS.

Fare charged per mile:

	Highest.	Lowest.
For the shortest distance carried.....	5 cents.	5 cents.
more than 8 and less than entire length of main road in Ohio..	3 “	3 “
through passengers	2 “	1 “

Is there an addition to ticket rates if fare is paid on trains? No.

Amount charged in addition to regular fares in sleeping or other cars run on your road: None.

FREIGHT.

Rate charged per ton per mile:

	Highest.	Lowest.
For the shortest distance carried (5 miles).....	26 cents.	9 cents.
more than 5 and less than entire length of main road in Ohio.	5 “	3.33 “
through freight.....	2 “	1 “

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road? Adams Express Company.

State terms: \$10.00 per day.

What freight, transportation, and other special lines run on your road? None.

LOCOMOTIVE AND CAR MILEAGE.

Locomotives.

Hauling passenger trains	31,779
freight trains	111,641
construction and other trains.....	982
	144,402

Cars.

Passenger	55,759	
Express and baggage	32,751	
Freight	462,802	
Caboose	42,637	
Empty cars	219,064	
	<hr/>	813,013

AMOUNT PAID FOR LOSS, DAMAGES, ETC.

For loss and damage of goods and baggage, estimated	\$160 00
For injuries in Ohio to persons, fatal and non-fatal: None.	
For animals killed in Ohio—4 cattle	\$85 00
1 mule	50 00
	<hr/>
	\$135 00

Amount claimed, unsettled, and in litigation for injuries in Ohio to persons: None.

FUEL CONSUMED.

Supplied by Pennsylvania Company, operating Pittsburgh, Ft. Wayne and Chicago Railway.

TRANSPORTATION.

Passengers.

Number carried—local	69,150
Average number carried in each car per trip	30
Total mileage, or number carried one mile	754,340
Average number of miles traveled by each	10.91
Average amount received for each	\$0 36.24
Average amount <i>per mile</i> received for each	03.32

Freight.

Tons carried—local	365,577	
through	152	
	<hr/>	365,729
Average tons in each loaded car per trip.....	5	
Total movement, or tons carried one mile.....	5,015,695	
Average amount received for each ton.....	\$0 38.45	
Average amount <i>per mile</i> received for each.....	02.80	

TONNAGE CLASSIFIED.

	Tons.	Per cent.
Coal	151,160	.....
Stone, lime, sand, etc	85,450	.....
Petroleum	184	.....
Ores	46,458	.....
Pig and bloom iron	48,706	.....
Railroad iron (iron and steel rails)	3,324	.....
Other iron and castings	4,182	.....
Lumber and other forest products	5,404	.....
Live stock	3,576	.....
Grain	3,739	.....
Flour	844	.....
Provisions (beef, pork, lard, etc.)	2,017	.....

	Tons.	Per cent.
Manufactures, including agricultural implements	6,405	.....
Merchandise	3,671	.....
Miscellaneous	609	.....
Total tonnage yielding revenue	365,729	100
Supplies for company's use	3,775	

EARNINGS, OPERATING EXPENSES, Etc., FOR YEAR ENDING JUNE 30.

EARNINGS.

Passenger transportation—local	\$25,060 10
Freight transportation—local	\$140,592 76
through	23 46
	<hr/> \$140,616 22
Mail service	1,140 00
Express service	3,130 00
Total earnings	<hr/> \$169,946 32

OPERATING EXPENSES.

Maintenance of way and structures	\$33,824 77
Maintenance of cars	5,095 24
Motive power	25,751 00
Conducting transportation	29,668 01
General expenses—	
Taxes—Ohio	\$1,520 09
Other general expenses of operating	475 90
	<hr/> 1,995 99
Total operating expenses, being 56.68 per cent. of net earnings	<hr/> \$96,335 01
Net earnings	<hr/> \$73,611 31

AMOUNTS PER MILE (22.04) OPERATED.

Earnings	\$7,710 81; proportion for Ohio (12.68 miles)...	\$97,773 07
Operating expenses	4,370 91;	55,423 14
Net earnings	3,339 90;	42,349 93

PAYMENTS OTHER THAN OPERATING EXPENSES.

Lawrence Railroad Company, as rental	\$67,978 55
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CASUALTIES TO PERSONS IN OHIO.

Statement for the year ending June 30 of all accidents resulting in injuries to persons, giving extent and cause thereof:

October 14, 1874. B. C. Wilson, brakeman, Youngstown: foot crushed between cars. Want of caution.

October 14, 1874. R. Nash, brakeman, Youngstown: finger taken off coupling cars. Want of caution.

November 3, 1874. W. V. Horn, brakeman, Kyle: slightly hurt in getting off train. Want of caution.

April 9, 1875. N. O'Donnell, brakeman, Youngstown: foot slightly hurt coupling cars. Want of caution.

April 14, 1875. G. Weatherhead, brakeman, Youngstown: finger crushed coupling cars.
Want of caution.

April 24, 1875. C. Sprague, brakeman, Youngstown: hand injured coupling cars.
Want of caution.

May 1, 1875. M. McCabe, Youngstown: head cut; fell against switching engine.
Want of caution.

RECAPITULATION.

Injured—Passengers	None.
Employés—misconduct or want of caution	6
Others—trespassing, on track	1
Total	7

OFFICERS OF PENNSYLVANIA COMPANY, OPERATING.

President, Thos. A. Scott	Philadelphia, Penn.
1st Vice-President, J. N. McCullough	Pittsburgh, “
2d Vice-President, Wm. Thaw	“ “
General Manager, J. D. Layng	“ “
General Counsel, Jno. Scott	“ “
Comptroller, Thos. D. Messler	“ “
Auditor, J. P. Farley	“ “
Treasurer, W. H. Barnes	“ “
Secretary, C. P. Mackie	“ “
Cashier, J. P. Henderson	“ “
Master Mechanic, S. M. Cummings	“ “
Chief Engineer, F. Slataper	“ “
General Ticket Agent, F. R. Myers	“ “
General Freight Agent, Wm. Stewart	“ “
Purchasing Agent, Wm. Mullins	“ “

State of Pennsylvania, County of Allegheny, ss:

Thomas D. Messler, Comptroller of the Pennsylvania Company, operating the Lawrence Railroad, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1875.

(Signed)

THOS. D. MESSLER, *Comptroller*.

Subscribed and sworn to before me, this 26th day of August, A.D. 1875.

[SEAL.]

FRANK SEMPLE, *Notary Public*.

LITTLE MIAMI RAILROAD COMPANY.

[Lines leased and operated by the Pittsburgh, Cincinnati and St. Louis Railway Company, which, including those under lease to this company, namely, the Little Miami Railroad *proper*, the Dayton and Xenia, the Dayton and Western, the Columbus and Xenia, and the Richmond and Miami, constitute the "Little Miami Division" of the Pittsburgh, Cincinnati and St. Louis Railway.

The entire rental is paid direct to the Little Miami Railroad Company as lessor, and is given in its report, and the payments by it to the Columbus and Xenia and Richmond and Miami companies, for the proportion due them, appear in expenditures.

A report made by the Columbus and Xenia Railroad Company may be found in its appropriate place, but none is made by the Richmond and Miami Railway Company, its road lying wholly without the State.

For characteristics other than length of track and its distribution into counties, see report of the lessee, the Pittsburgh, Cincinnati and St. Louis Railway Company.]

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized.....	\$5,000,000 00	
Amount issued and paid in—common.....		\$4,603,250 00
Par value of shares	\$50 00	
Average amount paid in per mile (137)	\$33,636 86	
Stockholders residents of Ohio, 615.		
Amount of stock held by them June 30, 1875.....	2,954,150 00	
Location of transfer offices out of this State: None.		

DEBT.

First mortgage 6 per cent. bonds, due May, 1883	\$1,491,000 00	
City of Cincinnati 6 per cent. loan, due December, 1880....	100,000 00	
D. and W. first mortgage 7 per cent. bonds, due March, 1881.	142,000 00	
D. and W. mortgage guaranteed 6 per cent. bonds, due January, 1905.....	463,000 00	
D. and W. mortgage guaranteed 7 per cent. bonds, due January, 1905.....	32,000 00	
Amount of funded debt.....		\$2,228,000 00
Increase since June 30, 1874 (conversion of old dividend scrip of 1867).....	\$1,000 00	
Amount in hands of trustees of sinking fund for redemption.....	71,254 88	
Average amount of debt per mile.....	16,262 78	
Total of paid-in stock and debt		\$6,836,250 00
Total average amount per mile.....	\$49,899 64	

COST OF ROAD, EQUIPMENT, Etc.

ROAD CONSTRUCTED BY COMPANY.

All construction accounts, including right of way and depots

of Little Miami Railroad proper \$4,546,315 17

ROAD ACQUIRED BY PURCHASE.

Dayton, Xenia and Belpre Railroad (original cost, estimated, \$600,000), purchased for 412,580 07
 Dayton and Western Railroad (original cost, estimated, \$550,000), purchased for 738,000 00

Total expended for construction and purchase \$5,696,895 24
 Average cost per mile (85) of road constructed \$53,486 06
 Average cost per mile (137) of road owned 41,583 18

EQUIPMENT.

Total expended for equipment (at date of lease, December, 1869) \$980,333 25
 Average amount per mile (137) \$7,155 72

Total for road and equipment \$6,677,228 49
 Total average amount per mile \$48,738 90
 Value of real estate owned, exclusive of roadway 954,923 48

CHARACTERISTICS, Etc.

LINE OWNED BY COMPANY—MILES.

Cincinnati to Springfield 84.97
 Xenia to State line 52.

Total single main track 136.97
 Double main track—Little Miami 26.59
 Aggregate of sidings and other tracks—Little Miami 14.90
 D. and X., and D. and W 4.78

Total length of rail, computed as single track 183.24

All in Ohio, and distributed as follows:

County.	Main track.	Branches.	Double track.	Sidings, etc.	Total.
Little Miami—Hamilton	17.99	.....	16.46	7.92	42.37
Clermont	6.10	.....	6.10	.60	12.80
Warren	32.64	.....	4.03	2.87	39.54
Greene	20.44	.....	.....	2.35	32.79
Clarke	7.80	.....	.....	1.16	8.96
D. and X., etc—Greene .....	.....	11.	.....	1.01	12.01
Montgomery .....	.....	22.	.....	2.75	24.75
Preble .....	.....	19.	.....	1.02	20.02
Totals	84.97	52.	26.59	19.68	183.24

UNDER LEASE—EMBRACED IN THIS REPORT.

Richmond and Miami R'y—single main track, Ohio State line to Richmond, Ind.. 4.20
 sidings and other tracks 1.
 Total 5.20

RECEIPTS AND EXPENDITURES FOR YEAR ENDING JUNE 30.

RECEIPTS.

Lessee, for rent of road	\$525,500 00	
interest on bonds, etc	157,463 10	
expense of organization	5,000 00	
sinking fund of Dayton and Western		
bonds	20,060 00	
		\$708,023 10
All other sources of income for the year.....	2,070 00	
		<u>\$710,093 10</u>

EXPENDITURES.

Interest on bonds—Little Miami	\$80,285 35	
Columbus and Xenia.....	21,924 50	
Dayton and Western.....	35,715 95	
Cincinnati	^a 21,000 00	
		\$158,925 80
Dividends—rate, 8 per cent	360,964 00	
Date of last dividend declared, June 1, 1875.		
Applied to sinking fund of Little Miami bonds.....	8,370 00	
General expenses of organization.....	4,180 87	
Lease of Columbus and Xenia Railroad.....	\$142,896 00	
Richmond and Miami Railway	5,500 00	
		148,396 00
		<u>\$680,836 67</u>

GENERAL BALANCE SHEET, JULY 1, 1875,

Taken after making all proper entries affecting or pertaining to the business and transactions of the company to date.

LIABILITIES.

Capital stock.....	\$4,608,250 00	
First mortgage bonds.....	1,491,000 00	
City of Cincinnati bonds.....	100,000 00	
Dayton and Western first mortgage and guaranteed bonds..	637,000 00	
Dayton and Western sinking fund.....	31,846 74	
Interest on bonds.....	13,142 60	
Unclaimed dividends	16,325 00	
Expense account	1,070 00	
Surplus	39,408 14	
		<u>\$6,938,042 48</u>

ASSETS

Lease to Pittsburgh, Cincinnati and St. Louis Railway Co..	\$6,836,250 00	
Little Miami sinking fund (investment)	33,762 50	
Cash.....	68,029 98	
		<u>\$6,938,042 48</u>

^a Includes two years' back interest.

OFFICERS.

Directors—A D. Bullock	Cincinnati, Ohio.
C. P. Cassilly	“ “
W. H. Clement	Morrow, “
Edmund Dexter	Cincinnati, “
Henry Hanna	“ “
L. B. Harrison	“ “
R. A. Holden	“ “
Abram Hivling	Xenia, “
H. J. Jewett	Columbus, “
J. H. Rogers	Cincinnati, “
H. E. Spencer	“ “
J. R. Swan	Columbus, “
President, H. J. Jewett	“ “
Vice-President, Henry Hanna	Cincinnati, “
Treasurer, S. E. Wright	“ “
Secretary, C. P. Cassilly	“ “

State of Ohio, County of Hamilton, ss:

S. E. Wright, Treasurer, in actual charge of the books and records of the Little Miami Railroad Company, being duly sworn, deposes and says that having carefully prepared the foregoing statements from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1875, according to the best of his knowledge and belief.

[Signed]

S. E. WRIGHT, *Treasurer.*

Subscribed and sworn to before me, this 22d day of July, A.D. 1875.

[SEAL.]

HUNTER BROOKS, *Notary Public.*

MAHONING COAL RAILROAD COMPANY.

[ROAD ALL IN OHIO.]

Leased to the Lake Shore and Michigan Southern Railway Company for twenty-five years from May 1, 1873, at an annual rental of 40 per cent. of the gross earnings.

STOCK AND DEBT.

CAPITAL STOCK.	
Amount authorized	\$1,500,000 00
Amount issued	1,373,000 00
Par value of shares.....	\$50 00
Total paid in—common	\$1,373,000 00
Increase since June 30, 1874.....	\$23,000 00
Average amount paid in per mile (41.58).....	33,020 68
Stockholders residents of Ohio, 7.	
Amount of stock held by them June 30, 1875.....	601,950 00
Location of transfer office or agency out of this State: New York City.	
Number of shares transferred within the year at such agency, 3,212.	

DEBT.

First mortgage 7 per cent. bonds, due January, 1902	\$1,471,000 00
Increase since June 30, 1874.....	\$31,000 00
Unfunded debt contracted for construction	2,230 05
Decrease since June 30, 1874	10,644 16
Cash securities, debit balances, etc., available to payment.	18,496 35
Total debt liabilities	1,473,230 05
Increase since June 30, 1874.....	20,355 84
Average amount of debt per mile	35,431 22
Total amount of paid-in stock and debt	\$2,846,230 05
Total average amount per mile.....	\$68,451 90

COST OF ROAD.

Total expenditures for construction	\$2,751,263 83
Average cost per mile, not including sidings	\$66,167 96

CHARACTERISTICS, Etc.

LINE OWNED BY COMPANY—MILES.

Main line—Andover to Youngstown	38.
Vienna Branch—Tyrrel Hill to Vienna.....	2.60
Hubbard Branch—Coalburgh to New York, Ohio .....	.98
Total single main track	41.58
Aggregate of sidings, etc	3.60
Total length of rail, computed as single track.....	45.18

All in Ohio, and distributed as follows:

County.	Main track.	Branches.	Sidings, etc.	Total.
Ashtabula	7.70	.....	1.06	8.76
Trumbull	26.30	3.58	1.16	31.04
Mahoning.....	4	.....	1.38	5.38
Totals	38	3.58	3.60	45.18

Road all ballasted with sand and gravel—maintained by Lake Shore and Michigan Southern Railway Company, lessee.

BRIDGES AND TRESTLES.

1 wood bridge; age, 3 years; length, 100 feet.

21 trestles; aggregate length, 1,800 feet; greatest age, 3 years.

FENCING.

Miles (single) built by company (total cost, \$44,227.43), 84.

Miles of telegraph owned by company: None.

ROLLING STOCK OWNED.

None.

RECEIPTS AND EXPENDITURES FOR THE YEAR ENDING JUNE 30.

RECEIPTS.		
Payments on capital stock	\$23,000 00	
Sale of bonds of company (not previously issued)	31,000 00	
Lessee, for rent of road	30,195 70	
		\$84,195 70
EXPENDITURES.		
Interest on bonds	\$49,840 00	
Floating debt liquidated	10,644 16	
General expenses of organization	740 84	
Final adjustment of all old outstanding construction mat- ters	42,121 16	
		\$103,346 16

GENERAL BALANCE SHEET, JULY 1, 1875,

Taken after making all proper entries affecting or pertaining to the business and transactions of the company to date.

LIABILITIES.		
Capital stock	\$1,373,000 00	
First mortgage bonds	1,471,000 00	
Floating debt	2,230 05	
		\$2,846,230 05
ASSETS.		
Railroad	\$2,751,263 83	
Cash on hand	18,496 35	
Profit and loss	76,469 87	
		\$2,846,230 05

OFFICERS.

Directors—Augustus Schell	New York City.
Amasa Stone	Cleveland, Ohio.
H. B. Payne	“ “
Dan. P. Eells	“ “
W. C. Andrews	“ “
C. H. Andrews	Youngstown, “
Joseph H. Brown	“ “
President and Treasurer—Augustus Schell	New York City.
Secretary—L. C. Higgins	Cleveland, Ohio.

State of Ohio, County of Cuyahoga, ss :

Lewis C. Higgins, Secretary of the Mahoning Coal Railroad Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1875.

(Signed)

L. C. HIGGINS, *Secretary.*

Subscribed and sworn to before me, this 26th day of August, A.D. 1875.

[SEAL.]

NICHOLAS BARTLETT, *Notary Public.*

MANSFIELD, COLDWATER AND LAKE MICHIGAN RAILROAD COMPANY.

[ROAD IN PROCESS OF CONSTRUCTION—OPERATED BY PENNSYLVANIA COMPANY.]

Report for the year—the best we can make it—is very imperfect, and not full, but we give every item we can that would be of the least value.

Our road was commenced in 1871, under two separate organizations—finally consolidating, with an executive committee for each State, to build each its own portion, control its own funds, etc.; but the company became embarrassed in the fall of 1873.

The books of the Ohio Division are at Mansfield, and we have never had access to them; and at this time the most of our records are in the hands of referees in Ohio, in a suit we are having with our contractors.

The part of the road finished is in the hands of, and operated by, the Pennsylvania Company; but we have no record of its doings.

[Contract to grade, bridge and prepare road-bed for iron, provided for payment being made in preferred stock in part; and the Pennsylvania Company, which contracted to iron, etc., was to be paid in common stock. See previous reports.]

PROPOSED LINE.

From Mansfield, Ohio, to Allegan, Michigan	229 miles.
Length graded not laid with rail.....	135 “

On what portion of line? North-western in Ohio, and south-eastern portion of Michigan.

CONSTRUCTION ACCOUNT.

All expenditures for construction, etc., up to June 30, 1875, inclusive :

Right of way.....	\$166,015 11	
Civil engineering.....	46,622 89	
Grading, masonry, bridges, timber and ties.....	1,056,647 50	
Iron rails, chairs and spikes: No report of cost.		
Fencing: 40 miles in Ohio and 12 in Michigan; built by Pennsylvania Company. No report of cost.		
Engine and car houses, machine shops and all other build- ings built by Pennsylvania Company.		
Interest and discount.....	15,479 05	
Contingent expenses.....	86,985 88	
		\$1,371,750 43

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized	\$4,000,000 00	
Amount subscribed	1,244,000 00	
Amount issued	1,078,650 00	
Amount issued to trustees for Pennsylvania Company.....	1,500,000 00	
Par value of shares.....	\$50 00	
Amount paid in—preferred.....		\$1,184,151 55
Stockholders, residents of Ohio, 3,041.		
Amount of stock held by them June 30, 1875.....	459,100 00	
Location of transfer offices out of this State : Coldwater, Michigan.		

DEBT.

First mortgage 7 per cent. bonds, due 1912.....	\$4,400,000 00
Unfunded debt contracted for construction, equipment or real estate.....	112,944 00
Total debt liabilities.....	^a \$4,512,944 00
Total of paid-in stock and debt.....	\$6,697,095 55

CHARACTERISTICS, Etc.

LINE OWNED BY COMPANY—MILES.

Single main track, Toledo Junction to Jersey City.....	64.485
Aggregate of sidings, etc.....	1.832
Total length of rail, computed as single track.....	66.317

All in Ohio, and distributed as follows:

County.	Main track.	Sidings, etc.	Total.
Richland	7.355	.377	7.732
Crawford	12.690	.377	13.067
Seneca	29.251	1.078	30.329
Wood	15.189	.....	15.189
Totals.....	64.485	1.832	66.317

BRIDGES AND TRESTLES IN OHIO.

Wood, 2; greatest age, 4 years; aggregate length, 358 feet.

Trestles, 24; aggregate length, 1,541 feet; greatest age, 4 years.

GENERAL BALANCE SHEET, JULY 1, 1875,

Taken after making all proper entries affecting or pertaining to the business and transactions of the line and company to date.

LIABILITIES.

The preceding report contains the fullest information we can give. In Ohio large amounts are in litigation, and no settlement has been made with the Pennsylvania Company.

ASSETS.

Aside from the road, there are subscriptions uncollected of doubtful value.

OFFICERS.

Directors—D. Darwin Hughes.....	Grand Rapids, Mich.
S. B. Sturges	Mansfield, Ohio.
J. Twing Brooks	Salem, Ohio.
Henry C. Lewis.....	Coldwater, Mich.
Victory P. Collier.....	Battle Creek, Mich.
Wager Swayne	Toledo, Ohio.
Wm. Sheffield.....	Napoleon, Ohio.
Henry C. Hedges	Mansfield, Ohio.
F. A. Gorham.....	Grand Rapids, Mich.
J. A. Latcha.....	Toledo, Ohio.
R. T. Smith.....	Cleveland, Ohio.
Joseph Fisk	Allegan, Mich.
F. V. Smith.....	Coldwater, Mich.

^aThere are, in addition to above, matters of large amounts in litigation in Ohio, and the amount due Pennsylvania Company for work and iron has not been adjusted.

President, H. C. Lewis	Coldwater, Michigan.
Vice-President, H. C. Hedges	Mansfield, Ohio.
Treasurer, D. B. Dennis	Coldwater, Mich.
Secretary, F. V. Smith	“ “

State of Michigan, County of Branch, ss :

Henry C. Lewis, President of the Mansfield, Coldwater and Lake Michigan Railroad Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records accessible, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1875, according to his best knowledge and belief.

[Signed]

HENRY C. LEWIS, *President.*

Subscribed and sworn to before me, this 27th day of September, A.D. 1875.

F. V. SMITH, *Notary Public.*

REPORT OF PENNSYLVANIA COMPANY, LESSEE.

OPERATED UNER LEASE (EMBRACED IN THIS REPORT.)

Toledo Junction to Tiffin, Ohio, single main track	44
Sidings and other tracks	1,832
Total	45,832

Weight of rail per yard on main track, 52 lbs. Gauge of road, 57½ inches.

STATIONS, ETC.

Passenger and freight—in Ohio	8
Water and fuel—in Ohio	3
Telegraph offices in stations—in Ohio	5

RAILROADS CROSSED AT GRADE.

Baltimore, Pittsburgh and Chicago—Tiffin.

Cincinnati, Sandusky and Cleveland—Tiffin.

Cleveland, Columbus, Cincinnati and Indianapolis—Vernon.

Do all trains on your road stop at these crossings? Yes.

Are flagmen stationed at each? Yes.

Are your time-tables arranged to secure running connections with roads named? Not in all cases.

Number of highways crossed at grade, 84.

Miles of telegraph on line of road (all owned by company), 64.50.

Number of telegraph offices in stations on line (operated jointly by railroad and telegraph company), 5.

ROLLING STOCK.

None. Equipment furnished by Pittsburgh, Ft. Wayne and Chicago Railway.

No particular equipment allotted to this line.

State terms of service: Usual rate, 1 cent per mile at present.

Average number of cars (including baggage cars) in passenger trains, 7.

Average number of cars in freight trains, 20.

Kind of brake in use on passenger cars: Westinghouse air-brake.

Method of bridging between passenger cars when two or more are run in trains: An adjustable board.

Are all cars run on your road heated and lighted as prescribed by act passed May 4, 1869 (66 Ohio Laws, 94)? Yes.

State method of heating passenger, sleeping, parlor and drawing-room cars run on the road: Dripp's patent safety stove.

Means of lighting same: Candles and lard oil lamps.

Number of persons employed by company, 84.

SPEED OF TRAINS—MILES PER HOUR.

Express passenger—highest rate allowed—not limited; average, including stops	....	30
Mail and accommodation—	“ “ “ “	20
Freight trains—	“ 15; “ “	12

RATES FOR TRANSPORTATION.

PASSENGERS.

Fare charged per mile:	Highest.	Lowest.
For the shortest distance carried	5 cents.	5 cents.
more than 8 and less than 30 miles.....	3 “	3 “
more than 30 miles and less than entire length of main road	3 “	3 “
through passengers.....	2 “	1 “
Is there an addition to ticket rates if fare is paid on trains? No.		

FREIGHT.

Rate charged per ton per mile:	Highest.	Lowest.
For the shortest distance carried (5 miles)	26 cents.	9 cents.
more than 5 and less than 30 miles	5 “	3.33 “
more than 30 miles and less than entire length of main road	4.32 “	1.44 “

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road? American.

State terms: \$25 per day.

No freight, transportation or other special lines run on the road.

DOINGS OF THE YEAR ENDING JUNE 30.

LOCOMOTIVE AND CAR MILEAGE.

<i>Locomotives.</i>		
Hauling passenger trains	64,122	
freight trains	75,977	
		140,099
<i>Cars.</i>		
Passenger	98,357	
Express and baggage	55,172	
Freight	424,946	
Caboose	32,724	
Empty cars	147,801	
		759,000

AMOUNT PAID FOR LOSS, DAMAGES, ETC.

For loss and damage of goods and baggage	\$113 44
For animals killed—13 cattle, 5 sheep, 4 hogs.....	91 00

FUEL CONSUMED.

Fuel supplied by Pittsburgh, Ft. Wayne and Chicago Railroad, and included in Pittsburgh, Ft. Wayne and Chicago report.

TRANSPORTATION.

Passengers.

Number carried	53,082
Average number carried in each car per trip.....	20
Total mileage, or number carried one mile	1,258,507
Average number of miles traveled by each	23.70
Average amount received for each.....	\$0 63.60
Average amount per mile received for each	02.68

Freight.

Tons carried—local.....	82,328	
through.....	4,154	
		86,482
Average tons in each loaded car per trip.....		3
Total movement, or tons carried one mile.....		3,546,542
Average amount received for each ton		\$0 60.53
Average amount per mile received for each ton		01.476

TONNAGE CLASSIFIED.

	Tons.
Coal	18,752
Stone, lime, sand, etc	3,151
Petroleum	084
Pig and bloom iron	632
Railroad iron (iron and steel rails).....	185
Other iron and castings	1,369
Lumber and other forest products	21,095
Live stock	2,733
Grain	19,478
Other agricultural products.....	1,382
Flour	1,284
Provisions (beef, pork, lard, etc.)	580
Manufactures, including agricultural implements	9,472
Merchandise.....	4,881
Miscellaneous	1,404
Total tonnage yielding revenue	86,482
Supplies for company's use.....	2,216

EARNINGS, OPERATING EXPENSES, Etc., FOR YEAR ENDING JUNE 30.

EARNINGS.	
Passenger transportation	\$33,764 09
Freight transportation	52,351 62
Mail service	3,157 06
Express service	7,825 00
All other sources of income, including rents, etc	766 34
Total earnings	<u>\$97,864 12</u>

OPERATING EXPENSES.	
Maintenance of way and structures	\$18,329 21
Maintenance of cars	121 33
Motive power	26,446 13
Conducting transportation	19,494 69
Hire of equipment	13,428 21
General expenses—	
Taxes—Ohio	\$4,608 90
Other general expenses of operating	<u>2,484 58</u>
	\$7,093 48
Total operating expenses, being 86.77 per cent. of earnings	<u>\$84,913 05</u>
Net earnings, placed to credit of Mansfield, Coldwater and Lake Michigan Railroad Company	\$12,951 07

AMOUNTS PER MILE (44) OPERATED.	
Earnings	\$2,224 18
Operating expenses	1,929 84
Net earnings	294 34

CASUALTIES TO PERSONS IN OHIO.

Statement for the year ending June 30 of all accidents resulting in injuries to persons, giving extent and cause thereof:

June 27, 1874. Frank Boyle, brakeman, Tiffin: slightly injured; fell off side of car. Want of caution.

July 13, 1874. H. Creary, Tiffin: killed; run over by a car attached to engine doing switching while walking on trestle-work over Washington street. Inquest held and verdict given exonerating company.

March 26, 1875. Bridget Conley, Rockaway: somewhat injured; struck by train while sitting on side of platform in a state of intoxication.

June 15, 1875. Edward Kiester, brakeman, New Washington: arm badly injured while attempting to couple cars. Want of caution.

OFFICERS OF LESSEE.

President, Thomas A. Scott	Philadelphia, Pa.
First Vice-President, J. N. McCullough	Pittsburgh, “
Second “ William Thaw	“ “
General Manager, J. D. Layng	“ “
General Counsel, John Scott	“ “
Comptroller, Thomas D. Messler	“ “
Auditor, J. P. Farley	“ “
Treasurer, W. H. Barnes	“ “

Secretary, C. P. Mackie	Philadelphia, Pa.
Cashier, J. P. Henderson	Pittsburgh, “
Superintendent, J. S. Morris	Toledo, “
General Ticket Agent, F. R. Myers	Pittsburgh, “
General Freight Agent, William Stewart	“ “
Purchasing Agent, William Mullins	“ “

State of Pennsylvania, County of Allegheny, ss :

Thomas D. Messler, Comptroller of the Pennsylvania Company, operating the Mansfield, Coldwater and Lake Michigan Railroad, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1875.

[Signed]

THOS. D. MESSLER, *Comptroller*.

Subscribed and sworn to before me, this 27th day of August, A.D. 1875.

[SEAL.]

FRANK SEMPLE, *Notary Public*.

MARIETTA AND CINCINNATI RAILROAD COMPANY.

[ROAD ALL IN OHIO.]

LINE OPERATED—MILES.

Cincinnati to Belpre.....	192.55	
Belpre to Marietta.....	11.11	
Scott's Landing to Main Line Junction.....	31.20	
Blanchester to Hillsborough.....	21.	
Portsmouth to Hamden.....	56.	
	<u>311.86</u>	
Double main track.....	9.06	
Aggregate of sidings and other tracks.....	61.10	
	<u>70.16</u>	
Total length of track.....		382.02

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized	\$14,000,000 00	
Amount issued.....	14,000,000 00	
Par value of shares.....	\$50	
Amount paid in—common.....	1,408,912 33	
preferred	12,591,087 67	
	<u>14,000,000 00</u>	
Total paid in.....		\$14,000,000 00
Average amount paid in per mile (276.26).....	\$50,676 90	
Stockholders, residents of Ohio, 390.		
Amount of stock held by them June 30, 1875.....	1,261,150 00	
Location of transfer offices out of this State: Farmers' Loan and Trust, New York city.		
Number of shares transferred within the year at such agency, 4,950.		

DEBT.

First mortgage 7 per cent. bonds, due August, 1891.....	\$3,500,000 00	
Second mortgage 7 per cent. bonds, due May, 1896.....	2,500,000 00	
Third mortgage 8 per cent. bonds, due January, 1900.....	3,090,000 00	
Fourth mortgage 8 per cent. bonds, due April, 1908.....	2,004,000 00	
S. and H. V. mortgage 7 per cent. bonds, due November, 1888	300,000 00	
Bond scrip, 7 per cent.....	3,876 56	
	<u>\$11,307,876 56</u>	
Amount of funded debt.....		\$11,307,876 56
Decrease since June 30, 1874.....	\$26 42	
Unfunded debt contracted for construction, equipment or real estate, after deducting credit balances and assets....	2,891,378 43	
Unfunded debt contracted for other purposes.....	903,909 81	
	<u>3,795,288 24</u>	
Amount of debt not secured by mortgage.....		3,795,288 24

Increase since June 30, 1874.....	\$345,675 12
Total debt liabilities.....	15,103,164 80
Decrease since June 30, 1874.....	345,648 70
Average amount of debt per mile.....	54,670 11
Total of paid-in stock and debt.....	\$29,103,164 80
Total average amount per mile.....	\$105,347 01

COST OF ROAD, EQUIPMENT, ETC.

Total for road and equipment.....	\$23,589,790 42
Total average amount per mile.....	\$85,389 82
Value of real estate owned, exclusive of roadway.....	274,293 77

CHARACTERISTICS, ETC.

LINE OWNED BY COMPANY—MILES.

Mill Creek Bridge to Short Line Junction.....	156.95
Portsmouth to Handen.....	56.
Blanchester to Hillsborough.....	21.
Marietta to Belpre.....	11.11
Scott's Landing to Short Line Junction.....	31.20
Total single main track.....	276.26
Double main track.....	3.46
Aggregate of sidings and other tracks.....	52.03
	55.49
Total length of rail, computed as single track.....	331.75
All in Ohio, distributed as follows:	

County.	Main track.	Branches.	Double track.	Sidings, etc.	Total.
Hamilton.....	17.80	.....	3.46	9.13	30.39
Clermont.....	4.52	.....	.....	1.39	5.91
Warren.....	10.34	.....	.....	1.36	11.70
Clinton.....	17.16	10.86	.....	3.41	31.43
Highland.....	17.32	10.14	.....	3.26	30.72
Ross.....	38.30	.....	.....	9.94	48.24
Jackson.....	8.65	30.02	.....	5.	43.67
Vinton.....	25.48	.87	.....	6.315	32.665
Lawrence.....	.....	1.58	.....	.005	1.585
Scioto.....	.....	23.53	.....	1.95	25.48
Athens.....	27.68	.....	.....	7.58	35.26
Washington.....	20.90	11.11	.....	2.69	34.70
Totals.....	188.15	88.11	3.46	52.03	331.75

OPERATED UNDER LEASE—EMBRACED IN THIS REPORT.

Cincinnati and Baltimore Railway.....	5.60
Baltimore Short Line Railway.....	30.
Total single track.....	35.60
Double track, Cincinnati and Baltimore Railway.....	5.60
Sidings and other tracks.....	9.39
Total.....	50.59

Weight of rail per yard on main track, 56, 60 and 64 lbs.; gauge of track, 56½ inches.

Miles of road ballasted, 276; with rock, gravel, and cinder.

Miles ballasted since June 30, 1874, 27; with rock, gravel, and cinder.

BRIDGES AND TRESTLES.

Wood bridges, 51; greatest age, 13 years; aggregate length....	8,121¾ ft.	
Iron, 10; " 5 years; "	1,529¼ ft.	
Stone, 22; aggregate length.....	440 ft.	
		10,091 ft.

Built within the year ending June 30, 1875, included in the above :

Little Miami River, 3 spans, at Loveland, iron.....	367¾ ft.
Trestles, 264; greatest age, 8 years; aggregate length.....	31,185 ft.

TUNNELS.

Stone, 6; aggregate length.....	3,705½ ft.	
Wood, 2; " "	1,209 ft.	
		4,914½ ft

FENCING.

Miles, single, built by company, total cost unknown.....	336.15
included in right of way: Not known.	
built within the year ending June 30, 1875 (cost per rod, \$1.77).....	14.40
required to inclose road, both sides.....	213.83
State reasons why not completed: Inability to incur expense.	

STATIONS, ETC.

Passenger and freight	28
Water and fuel.....	27
Telegraph offices in stations.....	32

RAILROADS CROSSED AT GRADE.

Cincinnati, Hamilton and Dayton—Cincinnati.

Cleveland, Columbus, Cincinnati and Indianapolis—C. and S. Junction.

Little Miami—Loveland.

Do all trains on your road stop at these crossings? Yes.

Are flagmen stationed at each? Yes.

Are your time-tables arranged to secure running connections with roads named? Yes.

Number of highways crossed at grade.....	2
Miles of telegraph on line of road.....	294
Miles of telegraph owned by company.....	294
Number of telegraph stations operated by company.....	32
Number operated jointly with telegraph company.....	7

ROLLING STOCK.

Locomotives (average weight in working order, 64,000 lbs.).....	74
Express and baggage cars.....	10
Passenger cars.....	34
Drawing-room and sleeping cars.....	8
Freight cars.....	1,506

NOT OWNED BY COMPANY REPORTING (INCLUDED ABOVE).

Drawing-room and sleeping cars, 8; 4 owned by Pullman Palace Car Company, and 4 coaches owned by the Baltimore and Ohio Railroad Company. (Terms of service not given.)

Average number of cars, including baggage cars, in passenger trains.....	5
Average number of cars in freight trains.....	20

Kind of brake in use on passenger cars: Loughbridge.

Method of bridging between passenger cars, when two or more are run in trains: Wooden bridges.

Are all cars run on your road heated and lighted as prescribed by act of May 4, 1869 (66 Ohio Laws, 94)? All owned by this company are.

State method of heating passenger, sleeping, parlor and drawing-room cars run on your road: Baker heaters and wood-burning stoves.

Means of lighting same: Candles.

Number of persons employed by company, 1,811.

SPEED OF TRAINS—MILES PER HOUR.

Express passenger—highest rate allowed...	36; average, including stops.....	30
Mail and accommodation	30; “ “	20
Freight trains	12; “ “	10

RATES FOR TRANSPORTATION.

PASSENGERS.

Fare charged per mile:

	Highest.	Lowest.
For the shortest distance carried ($\frac{1}{2}$ mile), no fare less than....	10. cents.	.. cents.
more than 8 and less than 30 miles.....	3.50 “	2.60 “
more than 30 miles and less than entire length of main road	3.50 “	2.60 “
through passengers.....	3. “	2.50 “

Is there an addition to ticket rates if fare is paid on trains? No.

Amount charged in addition to regular fares, in sleeping or other cars run on your road: For seat, \$1.00; berth, \$2.00; section, \$4.00.

FREIGHT.

Rate charged per ton per mile:

	Highest.	Lowest.
For the shortest distance carried (5 miles).....	40 cents.	14 cents.
more than 5 and less than 30 miles.....	15 “	06 “
more than 30 miles and less than entire length of main road	07 “	02.60 “
through freight.....	03.90 “	0.90 “

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road? Adams Express.

State terms:

\$150 per day, limited to 20,000 pounds. Excess charged at 65 cents on through and 85 cents for local per 100 pounds.

No freight, transportation, or other special lines run on the road.

DOINGS OF THE YEAR ENDING JUNE 30.

RAIL LAID.

New iron, weight 64 pounds per yard, 56.50 miles.

LOCOMOTIVE AND CAR MILEAGE.

Locomotives.

Hauling passenger trains	739,200	
freight trains	1,633,800	
mixed, construction, and other trains	270,800	
	<hr/>	2,643,800

Cars.

Passenger	1,246,469	
Express and baggage	651,332	
Freight	11,764,475	
Caboose	950,200	
In construction and other trains	750,000	
Empty cars	2,828,834	
	<hr/>	18,191,310

AMOUNT PAID FOR LOSS, DAMAGES, ETC.

For loss and damage of goods and baggage.....		\$11,673 65
For injuries, fatal and non-fatal:		
To employes		\$7,644 38
For animals killed—29 horses	\$2,023 69	
1 mule.....	70 00	
142 cattle.....	2,784 95	
4 sheep	12 00	
30 hogs	144 90	
	<hr/>	\$5,035 54

Amount claimed, unsettled, and in litigation for injuries to persons: Not known.

FUEL CONSUMED.

Wood, 1,261 cords; cost, \$3,238.94. Coal, 80,247 tons; cost, \$140,413.10.

TRANSPORTATION.

Passengers.

Number carried—local.....	616,070	
through	52,733	
	<hr/>	668,803
Total mileage, or number carried one mile.....		20,957,087
Average number of miles traveled by each		31.33
Average amount received for each		\$0 79.28
Average amount per mile received for each		02.53

Freight.

Tons carried—local.....	412,945	
through	331,733	
	<hr/>	744,678
Total movement, or tons carried one mile.....		101,361,445
Average amount received for each ton		\$1 62.61
Average amount per mile received for each ton		01.195

TONNAGE CLASSIFIED.

	Tons.	Per cent
Coal.....	103,938	13.96
Stone, lime, sand, etc	8,628	1.16
Petroleum	21,288	2.86
Ores.....	28,166	3.78
Pig and bloom iron	51,877	6.96
Railroad iron (iron and steel rails).....	4,091	.55
Other iron and castings	6,639	.89
Lumber and other forest products.....	21,971	2.95
Live stock.....	40,387	5.43
Grain	138,011	18.53
Other agricultural products	19,758	2.65
Flour	39,879	5.22
Provisions (beef, pork, lard, etc.).....	15,719	2.11
Manufactures, including agricultural implements	62,511	8.40
Merchandise	86,481	11.61
Miscellaneous.....	96,334	12.94
Total tonnage yielding revenue.....	744,678	100
Supplies for Company's use	96,827	

EARNINGS, OPERATING EXPENSES, ETC., FOR YEAR ENDING JUNE 30.

EARNINGS.

Passenger transportation—local.....	\$339,848 54	
through.....	190,411 17	
	<hr/>	\$530,259 71
Freight transportation—local.....	\$746,858 34	
through.....	464,050 86	
	<hr/>	1,210,909 20
Mail service.....		137,403 53
Express service.....		59,152 29
All other sources of <i>income</i> , including rents, etc.....		15,384 80
		<hr/>
Total earnings.....		\$1,953,109 53

OPERATING EXPENSES.

Maintenance of way and structures	\$436,485	99
Maintenance of cars	76,165	94
Motive power	402,636	10
Conducting transportation	406,120	03
Conducting telegraph	25,387	07
General expenses—		
Taxes	\$59,317	57
Rent of depot and real estate	64,637	32
Salaries	34,985	93
Other general expenses of operating	37,069	10
	<u>\$196,069</u>	<u>92</u>
Total operating expenses, being 77.99 per cent. of earnings	\$1,542,854	96
Net earnings	\$410,254	57

AMOUNTS PER MILE (311.86) OPERATED.

Earnings	\$6,262 77
Operating expenses.....	4,947 26
Net earnings	1,315 51

OTHER RECEIPTS AND PAYMENTS WITHIN THE YEAR.

RECEIPTS OTHER THAN EARNINGS.

Sale of real estate	\$16,786 50
Increase of floating debt.....	345,075 12
	<hr/>
	\$362,461 62

PAYMENTS OTHER THAN OPERATING EXPENSES.

Interest on bonds	\$837,282 50
Interest on floating debt.....	399,334 28
(Date of last dividend declared on preferred stock, July, 1867.)	
No dividends have ever been declared on common stock.	
Bonds of the company canceled.....	26 42
Lease of Cincinnati and Baltimore R'y, balance... \$18,127 11	
Baltimore Short Line, balance	2,057 44
Cincinnati and Indiana track.....	5,000 00
	<hr/>
	25,184 55
Construction of new work	219,170 37
Additional equipment.....	20,163 75
	<hr/>
	\$1,501,161 87

GENERAL BALANCE SHEET, JULY 1, 1875,

Taken after making all proper entries affecting or pertaining to the business and transactions of the line and company to date :

LIABILITIES.

First preferred stock and scrip.....	\$8,130,719 44
Second " " "	4,460,368 23
Common " " "	1,408,912 33
First mortgage \mathcal{L} bonds	1,050,000 00
First " \$ " (and scrip)	2,453,876 56
Second " " "	2,500,000 00
Third " " "	3,000,000 00
Fourth " " "	2,004,000 00
S. and H. V. mortgage bonds.....	300,000 00
Bills payable	5,393,544 13
Special loans.....	1,618,464 06
Pay-rolls.....	103,507 87
	<hr/>
	\$32,423,392 62

ASSETS.

Railway and equipment.....	\$23,589,790 42
Real estate.....	274,293 77
Cincinnati and Baltimore Railway stock.....	642,550 00
Baltimore Short Line Railway stock	1,050,000 00
Baltimore Short Line Railway bonds.....	675,000 00

Bills receivable	\$39,074 16	
Advances to Cincinnati and Baltimore Railway.....	52,130 21	
“ Baltimore Short Line.....	83,485 59	
Miscellaneous items	109,960 40	
Suspense account and S. B. Keys	161,259 73	
Materials on hand, including old rails, etc	176,610 60	
Transportation receipts.....	55,863 86	
Profit and loss account to balance.....	5,513,374 38	
		<u>\$32,423,392 62</u>

CASUALTIES TO PERSONS.

Statement for the year ending June 30 of all accidents resulting in injuries to persons, giving extent and cause thereof:

July 11, 1874. Edwin Foster, brakeman, near Goshen Pike: killed; fell from train in motion and was run over. Want of caution.

July 11, 1874. W. F. Loring, Lynden: killed; on track; struck by engine of No. 3.

July 14, 1874. Robert Wright, fireman, Marshfield: killed; jumped from his engine on "run in." Want of caution.

July 19, 1874. Mrs. Mary Collier killed; walking on track; struck by No. 2; inquest held; verdict, "Her own carelessness."

August 23, 1874. G. E. Reynolds, brakeman: killed; asleep on track. Want of caution.

August 30, 1874. F. Betsman, brakeman: injured; leg broken jumping from train in accident. Cause beyond his control.

September 9, 1874. Boy named Cann, Raysville: badly injured; walking on track; struck by No. 2.

September 14, 1874. Frank Conway, laborer, Belpre: killed; fell from construction train. Want of caution.

September 16, 1874. M. Marlbin, brakeman, near Belpre: killed; fell from train. Want of caution.

October 5, 1874. Wm. Berand, employé, Big Run: killed; on hand-car, run into by No. 29. Want of caution.

Samuel J. Duffy, fireman: injured by same accident.

October 12, 1874. Henry Frailing, near Oakley: killed; lying on track drunk.

October 17, 1874. E. Evans, passenger, near Loveland: injured; standing on platform of car, struck by bridge. Want of caution.

October 18, 1874. Daniel Perden, engineer, and J. Parrant, fireman, Loveland: killed by engine running into bridge; misplaced switch. Cause beyond their control.

November 3, 1874. R. Merks, brakeman, near Zaleski: injured; arm broken; fell from train. Want of caution.

November 7, 1874. J. M. Walsh, Athens: injured; foot cut off trying to get on train when in motion.

November 25, 1874. David Ford: injured; walking on track; struck by engine.

December 7, 1874. Frank Price, Belpre: killed; lying on track drunk.

December 11, 1874. H. Rockwell, brakeman: injured; fingers mashed coupling cars.

December 23, 1874. A. W. Munson, brakeman, Blanchester: killed; attempting to push pin down while train was in motion, fell and was run over. Want of caution.

December 31, 1874. Henry Rhenberg, Freeman street, Cincinnati: killed; old and deaf; on track picking up wood.

January 2, 1875. Con. Shinn, employé, Cincinnati: injured; leg cut off; jumped from train while in motion; slipped on ice. Want of caution.

January 13, 1875. T. J. Cook, brakeman, near Madisonville: injured; fell from train. Want of caution.

January 20, 1875. ——— Campbell, near Athens: badly injured; asleep on track; struck by engine.

January 28, 1875. Child named Herring, Cincinnati: fatally injured; playing under the cars: was run over. Carelessness of parents.

March 9, 1875. Wm. Dickenson, Cincinnati: injured; drunk; walking on track.

April 9, 1875. Wm. T. Green: injured; struck by engine while walking on track; left leg run over.

RECAPITULATION.

Killed—Passengers	None.	
Employés—from causes beyond their control.....	2	
misconduct or want of caution	7	
	<hr/>	9
Others—at stations and highway crossings.....	1	
trespassing, on track, etc.....	5	
	<hr/>	6
Total killed		15
Injured—Passengers—from misconduct or want of caution	1	
Employés—from misconduct or want of caution.....	6	
Others—at stations and highway crossings	1	
trespassing, on track, etc	5	
	<hr/>	6
Total injured		13

OFFICERS.

Directors—John King, Jr	Baltimore, Md.
Thos. Whitridge	“
John Donnell Smith	“
Allan A. Chapman	“
Robert Garrett	“
W. W. Scarborough.....	Cincinnati, Ohio.
R. M. Bishop	“
James D. Lehmer.....	“
Nathaniel Wright	“
Wm. T. McClintick	Chillicothe, Ohio.
Wm. Waddle	“
Wylie H. Oldham.....	Marietta, Ohio.
J. N. Camden	Parkersburg, West Va.
President, John King, Jr	Baltimore, Md.
Auditor and Secretary, Charles F. Low.....	Cincinnati, Ohio.
Treasurer, W. H. Oldham	“
Cashier and Registrar, Wm. E. Jones	“
General Superintendent, W. W. Peabody	“
Master of Transportation, W. H. Lankester.....	“
Master Mechanic, E. Bosley	Chillicothe, Ohio.
Chief Engineer, John Waddle.....	Cincinnati, Ohio.
General Freight Agent, R. M. Fraser	“
Purchasing Agent, S. L. Campbell.....	“

State of Ohio, County of Hamilton, ss:

John King, Jr., President of the Marietta and Cincinnati Railroad Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1875.

[Signed]

JOHN KING, JR., *President.*

Subscribed and sworn to before me, this 14th day of October, A.D. 1875.

[Seal.]

PHILIP S. GOODWIN, *Notary Public.*

MARIETTA, PITTSBURG AND CLEVELAND RAILWAY COMPANY.

[ROAD ALL IN OHIO.]

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized.....	\$6,000,000 00	
Amount subscribed.....	1,500,000 00	
Par value of shares.....	\$50	
Total paid in—common.....		\$1,473,632 16
Increase since June 30, 1874.....	238 90	
Average amount paid in per mile (100.50).....	14,663 01	
Amount of stock held by residents of Ohio June 30, 1875: All.		
No transfer office out of Ohio.		

DEBT.

Consolidated mort. 7 per cent. bonds, due.....	\$2,850,000 00	
City Branch mort. 8 per cent. bonds, due.....	30,000 00	
Amount of funded debt.....		\$2,880,000 00
Increase since June 30, 1874.....	\$1,350,000 00	
Other debts, current credit balances, etc.....		312,735 40
Decrease since June 30, 1874.....	185,534 56	
Total debt liabilities.....	3,192,735 40	
Increase since June 30, 1874.....	1,164,465 44	
Average amount of debt per mile.....	31,768 51	
Total of paid-in stock and debt.....		\$4,666,367 56
Total average amount per mile.....	46,431 52	

COST OF ROAD, EQUIPMENT, Etc.

CONSTRUCTION OF ROAD.

Right of way and fencing.....	\$33,996 05	
Construction.....	3,547,536 21	
Stations, engine and car houses, machine shops.....	26,755 31	
Telegraph.....	5,763 58	
Interest and discount paid during construction.....	56,728 92	
Total expenditures for construction.....		\$3,670,780 07
Average cost per mile, not including siding.....	\$36,525 18	

EQUIPMENT.

Locomotives	10	\$114,522 29
Passenger, express and baggage cars	10 }	116,010 04
Freight, construction and other cars	129 }	
Machinery, hand cars, tools, etc		13,197 20
Total expended for equipment		\$243,729 53
Average amount per mile operated		\$2,425 16
Total for road and equipment		\$3,914,509 60
Total average amount per mile		38,950 34

CHARACTERISTICS, Etc.

LINE OWNED BY COMPANY—MILES.

Marietta to Canal Dover	99.00
Marietta City Branch	1.50
Total single main track	100.50
Aggregate of sidings and other tracks	8.00
Total length of rail, computed as single track	108.50
All in Ohio, and distributed as follows:	
County.	Main track. Branches. Sidings, etc. Total.
Washington	26.50 1.50 2. 30.50
Noble	21. 1.50 22.50
Guernsey	27.50 2.75 30.25
Tuscarawas	24. 1.75 25.75
Totals	99. 1.50 8. 108.50

Weight of rail per yard on main track, 50 to 56 pounds: gauge of track, 56½ inches.

Miles of road ballasted, 79; material used, stone.

Miles ballasted since June 30, 1874, 19 (with stone).

BRIDGES, TRESTLES, ETC.

Wood bridges, 28; greatest age, 4 years; aggregate length, 3,812 feet.

Trestles.....40; " 5 years; " 10,000 "

Stone tunnels, 2; aggregate length, 1,750 feet.

FENCING.

Miles (single) built by Company and included in right of way (total cost, \$2,513.34), 45
built within the year ending June 30, 1875 (cost per rod, \$1.25): [Not reported.]
required to inclose road (both sides): [Not reported.]

State reasons why not completed: Want of funds.

STATIONS, ETC.

Passenger and freight	26
Water and fuel	6
Telegraph offices in stations	16

RAILROADS CROSSED AT GRADE.

Central Ohio Division Baltimore and Ohio—Cambridge.

Pittsburgh, Cincinnati and St. Louis—Newcomerstown.

Cleveland, Tuscarawas Valley and Wheeling—Canal Dover.

Connect with Marietta and Cincinnati—Marietta.

Connect with Cleveland and Pittsburgh—Canal Dover.

Do all trains on your road stop at these crossings? Yes.

Are flagmen stationed at each? Signals erected at two stations attended by station agents.

Are your time-tables arranged to secure running connections with roads named? Yes.

Number of highways crossed at grade: 74.

Miles of telegraph on line of road: 100.

Miles of telegraph owned by Company: All jointly with Western Union Telegraph Co.

Number of telegraph stations operated by Company: 16.

Number operated jointly with telegraph company: 16.

ROLLING STOCK.

Locomotives.....	10; average weight, in working order.....	55,000 pounds.
Express and baggage cars.	2; “	24,000 pounds.
Passenger cars.....	8; “	36,000 pounds.
Freight cars, box and stock	19; “	18,000 pounds.
Other cars	129; “	14,000 pounds.

Average number of cars (including baggage cars) in passenger trains: $2\frac{1}{2}$.

Average number of cars in freight trains: 12.

Kind of brake in use on passenger cars: Westinghouse air-brake.

Method of bridging between passenger cars when two or more are run in trains: Portable platform.

State method of heating passenger cars run on the road: By coal stoves secured to car.

Method of lighting same: Candles.

Number of persons employed by Company: Operation, about 150; construction, about 100.

SPEED OF TRAINS—MILES PER HOUR.

Express passenger—highest rate allowed, 24 :	average, including stops, 20.
Mail and accommodation “ 13 $\frac{1}{2}$;	“ 12.
Freight trains “ 10 :	“ 10.

RATES FOR TRANSPORTATION.

PASSENGERS.

Fare charged per mile :

	Highest.
For the shortest distance carried (1.50 miles).....	5.88 cents.
more than 8 and less than 30 miles	3. “
more than 30 miles and less than entire length of main road.....	3. “
through passengers	3. “

Is there an addition to ticket rates if fare is paid on trains? Yes; 10 per cent.

FREIGHT.

Rate charged per ton per mile.

	Highest.	Lowest.
For the shortest distance carried (1.50 miles), computed at rate per cent.....	32.40 cents.	8.60 cents.
more than 5 and less than 30 miles.....	17.90 “	7.40 “
more than 30 miles and less than entire length of main road	15.40 “	5.20 “
through freight.....	“	1.00 “

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road? Adams.

State terms: Fifteen dollars per day.

DOINGS OF THE YEAR ENDING JUNE 30.

RAIL LAID—MILES.

New iron, weight 60 pounds per yard 2.84

LOCOMOTIVE AND CAR MILEAGE.

[Not reported.]

AMOUNT PAID FOR LOSS, DAMAGES, ETC.

For loss and damage of goods and baggage \$39 58

For animals killed—

4 horses	\$115 00
10 cattle.....	112 00
29 sheep.....	66 25
	<hr/> \$293 25

FUEL CONSUMED.

[Not reported.]

TRANSPORTATION.

Passengers.

Number carried.....	92,108
Total mileage, or number carried one mile.....	Not given.
Average number of miles traveled by each	Not given.
Average amount received for each.....	\$0 61.83
Average amount <i>per mile</i> received for each.....	Not given.

Freight.

Tons carried	75,558
Total movement, or tons carried one mile.....	Not given.
Average amount received for each ton.....	\$1 05
Average amount <i>per mile</i> received for each.....	Not given.

TONNAGE CLASSIFIED.

	Tons.	Per cent.
Coal	32,420	42.9
Stone, lime, sand, etc.....	212	.2
Petroleum	1,430	1.9
Ores.....	23,858	31.6
Pig and bloom iron	340	.4
Railroad iron (iron and steel rails).....	2,450	3.2
Other iron and castings.....	2,050	2.7
Lumber and other forest products	2,509	3.3
Live stock.....	1,380	1.8
Grain	460	.6
Other agricultural products	3,080	4.1
Flour	400	.5
Provisions (beef, pork, lard, etc.).....	180	.2
Manufactures, including agricultural implements.....	210	.2
Merchandise	4,579	6.4
Total tonnage yielding revenue.....	<hr/> 75,558	<hr/> 100

ASSETS.

Construction and equipment	\$3,914,509 60	
Interest on bonds.....	333,718 08	
Discount on bonds.....	534,147 26	
		<u>\$4,782,374 94</u>

CASUALTIES TO PERSONS.

Statement for the year ending June 30 of all accidents resulting in injuries to persons, giving extent and cause thereof:

September 24, 1874. Samuel D. Bratton, employé, in charge of construction train, Cambridge: slightly injured; caught between cars while walking between two portions of train. Want of caution.

February 24, 1875. Thaddeus M. Platz, passenger, Caldwell: injured; leg broken, attempting to get on train while in motion. Want of caution.

OFFICERS.

Directors—A. J. Warner	Marietta, Ohio.	
W. P. Cutler.....	“	“
Samuel Shipman.....	“	“
Thos. W. Ewart	“	“
Isaac Morton	Cambridge, Ohio.	
G. W. Davies	Marietta,	“
D. McLaren	Cincinnati,	“
President—A. J. Warner	Marietta,	“
Vice-President—Isaac Morton	Cambridge,	“
Auditor—H. J. Booth	Marietta,	“
Treasurer—Samuel Shipman	“	“
Secretary—J. A. Kingsbury	“	“
Cashier—Geo. C. Butts.....	“	“
Master Mechanic—W. J. Adams	“	“
Chief Engineer—James McArthur.....	“	“
Master of Transportation, General Ticket and Freight Agent—J. A. Kingsbury	“	“
Purchasing Agent—Geo. C. Butts	“	“

State of Ohio, County of Washington, ss :

A. J. Warner, President of the Marietta, Pittsburg and Cleveland Railway Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1875.

[Signed]

A. J. WARNER, *President*.

Subscribed and sworn to before me, this 4th day of November, A.D. 1875.

H. L. SIBLEY, *Notary Public*.

MASSILLON AND CLEVELAND RAILROAD COMPANY.

[ROAD ALL IN OHIO—OPERATED BY THE CLEV., MT. V. AND DEL. R.R. CO.]

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized.....	\$200,000 00	
Amount issued	195,605 00	
Par value of shares.....	\$50 00	
Total paid in—common.....		\$195,605 00
Increase since June 30, 1874	\$150 00	
Average amount paid in per mile (12.23).....	15,993 87	
Stockholders residents of Ohio, 66.		
Amount of stock held by them June 30, 1875.....	66,550 00	
Location of transfer offices out of this State: Pittsburgh, Pa.		
Number of shares transferred within the year at such agency. 67.		

DEBT.

First mortgage 7 per cent. gold bonds, due January, 1890		\$100,000 00
Average amount of debt per mile	\$8,176 61	
Total of paid-in stock and debt		\$295,605 00
Total average amount per mile	\$24,170 48	

COST OF ROAD, EQUIPMENT, ETC.

CONSTRUCTION OF ROAD.

Total expenditures for construction, right of way, etc.....	\$329,657 28
Average cost per mile, not including sidings.....	\$26,954 80

EQUIPMENT.

None owned by company.

CHARACTERISTICS, ETC.

LINE OWNED BY COMPANY—MILES.

Single main track—Massillon to Clinton	12.23
Aggregate of sidings and other tracks.....	2.07
Total length of rail, computed as single track.....	14.30
All in Ohio, and distributed as follows:	
County.	Main track. Sidings, etc. Total.
Stark	11.24 1.57 12.81
Summit .....	.99 .50 1.49
Totals.....	12.23 2.07 14.30

Weight of rail per yard on main track, 60 lbs. Gauge of track, 57½ inches.

Road all ballasted with gravel.

BRIDGES AND TRESTLES.

Trestles, 5; aggregate length, 624 feet; greatest age, 6 years.

FENCING.

All fenced.

RECEIPTS AND EXPENDITURES FOR YEAR ENDING JUNE 30.

RECEIPTS.		
Payments on capital stock	\$150 00	
Lessee, for rent of road	20,000 00	
		\$20,150 00
EXPENDITURES.		
Interest on bonds	\$7,875 41	
Dividends, rate 5 per cent.	9,765 00	
(Date of last dividend declared, May 1, 1875.)		
General expenses of organization	719 00	
Construction of new work	6,520 52	
		\$24,879 93

GENERAL BALANCE SHEET, JULY 1, 1875,

Taken after making all proper entries affecting or pertaining to the business and transactions of the company to date.

LIABILITIES.		
Capital stock	\$195,605 00	
First mortgage bonds	100,000 00	
United States taxes unpaid	175 85	
Interest due July 1, 1875—7 per cent. per annum	4,106 64	
Income account	37,587 12	
		\$337,474 61
ASSETS.		
Construction	\$329,657 28	
F. M. Hutchinson, treasurer	3,557 26	
Cleveland, Mt. Vernon and Delaware Railroad Company	226 15	
W. Lanier & Co., to pay July dividends	4,033 98	
		\$337,474 61

OFFICERS.

Directors—Thos. D. Messler	Pittsburgh, Pa.
Geo. W. Cass	"
Wm. Stewart	"
J. N. McCullough	"
Kent Jarvis	Massillon, Ohio.
D. P. Rhodes	Cleveland, Ohio.
Jno. G. Warwick	Massillon, Ohio.
President—Thos. D. Messler	Pittsburgh, Pa.
Treasurer and Secretary—F. M. Hutchinson	"

State of Pennsylvania, County of Allegheny, ss :

Thos. D. Messler, President of the Massillon and Cleveland Railroad Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1875.

(Signed)

THOS. D. MESSLER, *President.*

Subscribed and sworn to before me, this 31st day of August, A.D. 1875.

[SEAL.]

FRANK SEMPLE, *Notary Public.*

THE MICHIGAN AND OHIO RAILWAY COMPANY.

[Was formed by the consolidation of the Ohio and Grand Haven Railroad Company of Michigan, and the Portsmouth, Columbus and Michigan Railroad Company of Ohio, under articles filed in office of Secretary of State of Ohio April 1, 1874.]

PROPOSED LINE.

From Grand Haven, Michigan, via Marshall, Michigan, Lima, Ohio, and Columbus, to Portsmouth, Ohio..... 400 miles.
Length graded not laid with rail..... 30 "

On what portion of line? From Grand Haven, in Ottawa county, Michigan, to Jenisonville, in same county.

CONSTRUCTION ACCOUNT.

All expenditures for construction, etc., up to June 30, 1875, inclusive.

Right of way	\$250 60	
Civil engineering.....	5,789 76	
Interest and discount.....	62 50	
Contingent expenses	33,405 25	
		\$39,508 11

These figures are as they appear on the books of the company. Thirty miles in Ottawa county, Michigan, have been graded, but no estimates given as yet to contractors. There are unsettled accounts for right way.

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized.....	\$15,000,000 00	
Amount issued	None.	
Par value of shares.....	\$100	
Total paid in—common.....		\$14,900 00

DEBT.

Unfunded debt contracted for construction, equipment, or real estate...	24,608 11	
Total of paid-in stock and debt.....		\$39,508 11

GENERAL BALANCE SHEET, JULY 1, 1875,

Taken after making all proper entries affecting or pertaining to the business and transactions of the line and company to date.

LIABILITIES.

Capital stock.....	\$14,900 00	
Due to individuals	24,608 11	
		\$39,508 11
ASSETS.		
Construction, including right of way	\$6,040 36	
General expenses.....	33,467 75	
		\$39,508 11

OFFICERS.

Directors—James. S. Gibbs.	Buffalo, New York.
Henry Merrill.....	Toledo, Ohio.
John Burt	Detroit, Michigan.
F. W. Bathrick.....	Battle Creek, Mich.
C. L. Storrs	Grand Haven, “
Edward P. Ferry	“ “
Willard N. Brunner	Chicago, Illinois.
President, James S. Gibbs	Buffalo, New York.
Auditor, C. F. Rand.....	Grand Haven, Mich.
Treasurer, C. L. Storrs	“ “
Secretary, F. W. Bathrick.....	Battle Creek, “
Chief Engineer, A. V. Powell.....	Grand Haven, “

State of Michigan, County of Ottawa, ss :

James. S. Gibbs, President of the Michigan and Ohio Railway Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1875.

(Signed)

JAMES S. GIBBS, *President.*

Subscribed and sworn to before me, this 13th day of July, A.D. 1875.

[SEAL.]

GEORGE C. STEWART, *Notary Public.*

NEWARK, SOMERSET AND STRAITSVILLE RAILROAD COMPANY.

[ROAD ALL IN OHIO—OPERATED BY B. AND O. RAILROAD COMPANY.]

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized	\$953,000 00
Amount subscribed—common	800,000 00
Par value of shares	\$50 00
Amount paid in—common	784,400 00
preferred	153,000 00
Total paid in and issued	\$937,400 00
Amount paid in per mile (44)	\$21,304 55
Stockholders residents of Ohio, 352.	
Amount of stock held and owned by them June 30, 1875....	784,000 00

DEBT.

First mortgage 7 per cent. bonds, due November 1, 1889	800,000 00
Amount of debt not secured by mortgage	149,102 29
Increase since June 30, 1874	\$13,696 34
Total debt liabilities	949,102 29
Average amount of debt per mile	21,570 50
Total of paid-in stock and debt	\$1,886,502 29
Total average amount of debt per mile	\$42,875 05

COST OF ROAD, EQUIPMENT, Etc.

CONSTRUCTION OF ROAD.

Right of way and fencing	\$45,000 00
Grading, masonry, and bridging	881,089 09
Superstructure, including rails	701,646 76
Stations, engine and car houses, machine-shops, etc	17,937 84
Interest and discount paid during construction	70,676 31
Engineering, salaries, and other expenses paid during same period	34,000 00
Total expenditures for construction	\$1,750,350 00
Average cost per mile, not including sidings	\$39,780 68

EQUIPMENT.

Leased with road-bed—	
Locomotives, 2	\$17,500 00
Passenger, express, and baggage cars, 1	2,900 00
Construction and other cars, 17	10,250 00
Total expended for equipment	\$30,650 00
Average amount per mile	\$696 59
Total for road and equipment	\$1,781,000 00
Total average amount per mile	\$40,477 27
Value of real estate owned, exclusive of roadway	31,504 00

CHARACTERISTICS, Etc.

LINE OWNED BY COMPANY—MILES.

Single main track—Newark to Shawnee	44.
Aggregate of sidings and other tracks.....	4.15

Total length of rail, computed as single track 48.15

All in Ohio, and distributed as follows:

County.	Main track.	Sidings.	Total.
Licking	10.55	1.64	12.19
Perry	33.45	2.51	35.96
Totals.....	44	4.15	48.15

Weight of rail per yard on main track, 56 and 60 pounds; gauge of track, 57 $\frac{3}{8}$ inches.

Road all ballasted—26 miles with stone, 18 with gravel.

BRIDGES, ETC.

Wood bridges, 13; greatest age, 4 years; aggregate length, 2,040 feet.

Trestles 6; " 4 " " 2,000 "

Tunnels, 1; wood; length, 1,100 "

FENCING.

Miles built by company	33.25
required to inclose road (both sides).....	10.75

State reasons why not completed: On streams and where land-owners have partly assumed the duty of fencing.

RECEIPTS AND EXPENDITURES FOR YEAR ENDING JUNE 30.

RECEIPTS.

Increase of floating debt.....	\$13,696 34	
Lessee, 12 months to March 1.....	49,023 66	
		\$62,720 00

EXPENDITURES.

Interest on bonds	\$62,720 00
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GENERAL BALANCE SHEET, JULY 1, 1875,

Taken after making all proper entries affecting or pertaining to the business and transactions of the company to date:

LIABILITIES.

Stock—common	\$784,400 00	
preferred	153,000 00	
Bonds	800,000 00	
Floating debt	149,102 29	
		\$1,886,502 29

ASSETS.

Construction account.....	\$1,750,350 00	
Equipment.....	30,650 00	
Real estate.....	31,504 00	
Balance	73,998 29	
		\$1,886,502 29

OFFICERS.

Directors—Thomas J. Davis	Newark, Ohio.
James L. Birkey	“ “
William Shields	“ “
Lewis Evans	“ “
William C. Maholm	“ “
William D. Lee	“ “
Frank G. McCune	“ “
Frank P. Perkins	New York City.
John C. Larwill	Loudonville, Ohio.
Martin Birkey	Somerset, Ohio.
President—Thomas J. Davis	Newark, “
Treasurer and Secretary—Frank G. McCune	“ “

State of Ohio, County of Licking, ss:

Frank G. McCune, Secretary of the Newark, Somerset and Straitsville Railroad Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1875.

(Signed)

FRANK G. MCCUNE, *Secretary.*

Subscribed and sworn to before me, this 21st day of September, A.D. 1875.

[SEAL.]

JONATHAN REES, *Notary Public.*

REPORT OF BALTIMORE AND OHIO RAILROAD COMPANY, LESSEE.

OPERATED UNDER LEASE—EMBRACED IN THIS REPORT.

Newark, Somerset and Straitsville Railroad, single main track	44.
Sidings and other tracks	4.15
Total	48.15 miles.

STATIONS, ETC.

Passenger and freight	12
Water and fuel	6

RAILROADS CROSSED AT GRADE.

Cincinnati and Muskingum Valley—Junction City.

Do all trains on your roads stop at this crossing? Yes.

Are your time-tables arranged to secure running connection therewith? Yes.

Number of highways crossed at grade, 30.

Miles of telegraph on line of road (owned by lessee), 44.

Number of telegraph stations operated by company, 5.

ROLLING STOCK.

Locomotives, with tenders.....	12;	average weight, (in working order) ..	114,000 lbs.
Express and baggage cars	7;	“	lbs.
Passenger cars	2;	“	lbs.
Freight cars	164;	“	lbs

Average number of cars (including baggage cars) in passenger trains.....	3
Average number of cars in freight trains	20

Kind of brake in use on passenger cars: Loughbridge air-brake.

Method of bridging between passenger cars when two or more are run in trains:
Wooden platform secured by chain.

Are all cars run on your road heated and lighted as prescribed by act passed May 4, 1869 (66 Ohio Laws, 94)? Yes.

State method of heating passenger, sleeping, parlor and drawing-room cars run on your road: Air-tight wood stove.

Means of lighting same: Candles.

Number of persons employed by company, 311.

SPEED OF TRAINS—MILES PER HOUR.

Mail and accommodation—highest rate allowed, 25 to 30; average, including stops..	22
Freight, “ “ 15; “ “ ..	10

RATES FOR TRANSPORTATION.

PASSENGERS.

Fare charged per mile:

For the shortest distance carried (2 miles) no charge less than 20 cents	10	cents.
More than 8 and less than 30 miles	3	“
More than 30 miles and less than entire length of main road	3	“
Through passengers.....	3	“

Is there an addition to ticket rates if fare is paid on trains? No.

FREIGHT.

Rate charged per ton per mile:

For the shortest distance carried (2 miles)	100.	cents.
More than 5 and less than 30 miles	12.50	"
More than 30 miles and less than entire length of main road.....	9.	"
Through freight, highest, 12.55 cents; lowest, 0.77 cents.		

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road? Adams Express.

State terms: Double first-class freight rates.

No freight, transportation, or other special lines run on the road.

Name and post-office address of the principal agent or officer in Ohio: Superintendent,
J. H. Rhodes, Cincinnati.

DOINGS OF THE YEAR ENDING JUNE 30.

RAIL LAID.

New iron—weight, 64 pounds per yard.....	5.	
Re-rolled iron .....	.40	
	—	5.40 miles
Road ballasted (10.50 with stone, 2 with gravel).....	12.50	“
Fencing built, cost per rod, \$1.25.....	3.	“

LOCOMOTIVE AND CAR MILEAGE.

Locomotives.

	<i>Locomotives.</i>	
Hauling passenger trains	60,010	
freight trains	224,646	
construction and other trains	9,800	
	<hr/>	294,456

Cars.

Passenger	82,061	
Express and baggage	40,372	
Freight	1,320,442	
In construction and other trains	19,409	
Empty cars	960,716	
		2,423,000

AMOUNT PAID FOR LOSS, DAMAGES, ETC.

For loss and damage of goods and baggage	\$148 33
--	----------

FUEL CONSUMED.

Wood, 550 cords; cost, \$1,595. Coal, 12,072 tons; cost, \$11,891.

TRANSPORTATION.

Passengers.

Number carried	46,224
Total mileage, or number carried one mile	647,134
Average number of miles traveled by each	14
Average amount received for each	\$0 42.87
Average amount <i>per mile</i> received for each	03.06

Freight.

Tons carried	204,468
Total movement, or tons carried one mile	9,983,188
Average amount received for each ton	\$0 68.40
Average amount <i>per mile</i> received for each	01.40

TONNAGE CLASSIFIED.

	Tons.	Per cent.
Coal	199,118	97.38
Ores	1,325	.65
Lumber and other forest products	587	.29
Live stock	1,570	.77
Grain	812	.40
Miscellaneous	1,056	.51
Total tonnage yielding revenue	204,468	100.

EARNINGS, OPERATING EXPENSES, Etc., FOR YEAR ENDING JUNE 30.

EARNINGS.

Passenger transportation	\$19,817 43
Freight transportation	139,857 57
Mail service	4,844 93
Express service	919 11
Total earnings	\$165,439 04

OPERATING EXPENSES.

Maintenance of way and structures.....	\$81,725 71
Maintenance of cars.....	16,818 79
Motive power.....	28,517 28
Conducting transportation.....	39,721 13
General expenses—	
Taxes.....	\$4,040 76
Legal expenses.....	85 80
House and ground rent.....	220 95
Losses by accident.....	148 33
Other general expenses of operating.....	58 06
	<hr/> 4,553 90
Total operating expenses, being 103.56 per cent. of earnings.....	\$171,336 81
Deficit.....	<hr/> \$5,897 77

AMOUNTS PER MILE (44) OPERATED.

Earnings.....	\$3,759 98
Operating expenses.....	3,894 02
Deficit.....	134 04

CASUALTIES TO PERSONS.

Statement for the year ending June 30 of all accidents resulting in injuries to persons, giving extent and cause thereof:

May 23, 1874. Chas. Herdman, freight brakeman, Junction City: injured; two first fingers of right hand mashed coupling cars. Want of caution.

December 10, 1874. Geo. Fisher, one mile south of Wellen's Station: killed; walking on track and run over. W. J. Harris, J. P., acting coroner. Verdict in accordance with the facts.

January 16, 1875. J. C. Noble, freight engineer, one-half mile north of McCuneville: instantly killed. Repair men had a rail up to repair track; engineer failed to notice signal in time; engine and part of train thrown from tack, cars falling on him. Want of caution. H. C. Harris, Mayor, acting coroner. Verdict: Sufficient signal given, and wreck could have been avoided with proper precaution by train men.

OFFICERS OF LESSEE.

President, John W. Garrett.....	Baltimore, Maryland.
Vice-President, John King, Jr.....	“ “
Second Vice-President, Wm. Keyser.....	“ “
General Manager, W. C. Quincy.....	Columbus, Ohio.
Auditor, William T. Thelin.....	Baltimore, Maryland.
Treasurer, W. H. Ijams.....	“ “
Cashier, William Wing.....	Columbus, Ohio.
Assistant Auditor, A. D. Smith.....	“ “
Master of Transportation, Wm. Franklin.....	Newark, “
Master Mechanic, Samuel Houston.....	“ “
Master of Road, David Lee.....	Zanesville, “
Chief Engineer, James L. Randolph.....	Baltimore, Maryland.
General Ticket Agent, L. M. Cole.....	“ “
General Freight Agent, N. Guilford.....	“ “
Assistant General Freight Agent, G. B. Spriggs.....	Columbus, Ohio.
Purchasing Agent, Benjamin Williams.....	Baltimore, Maryland.

State of Ohio, Franklin County, ss :

W. C. Quincy, General Manager of the Straitsville Division of the Baltimore and Ohio Railroad, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said Division from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1875.

(Signed)

W. C. QUINCY, *Gen'l Manager.*

Subscribed and sworn to before me, this 24th day of November, A.D. 1875.

[SEAL.]

W. P. LOOFBOURROW, *Notary Public.*

NORTH COLUMBUS RAILWAY COMPANY.

The certificate of "The North Columbus Street Railway Company" was filed in the office of the Secretary of State September 12, 1871, to construct and operate a road within the limits of the city of Columbus. It has, as yet, only been in partial operation, although cars commenced making trips in January, 1874.

The following items are as given by report for year ending June 30, 1874 :

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized	\$75,000 00	
Par value of shares	\$50 00	
Amount paid in—common		\$40,000 00
" per mile (3.81)	10,498 69	
Stockholders all residents of Ohio.		

DEBT.

Amount of funded debt	None.	
Amount of floating debt not secured by mortgage		\$10,000 00
" per mile (3.81)	\$2,624 67	
Total of paid-in stock and debt		\$50,000 00
Total amount per mile (3.81)	\$13,123 36	

ROAD, EQUIPMENT, ETC.

Total cost		\$50,000 00
" per mile (3.81)	\$13,123 36	

CHARACTERISTICS, ETC.

LINE OWNED BY COMPANY—MILES.

Single main track from Swan Street Station to Doyle's Station	3.81
Aggregate of sidings, etc. ....	.25
Total length laid with rail	4.06
All in Franklin county, Ohio.	
Weight of rail per yard, 30 lbs.; gauge of road, 57 inches.	
All ballasted with gravel and cinders.	

STATIONS.

Passenger, 3; engine-house and shop for repairs, etc., combined, 1.

EQUIPMENT.

	Number.	Average weight.	Average cost.
Locomotives	1	13,500 lbs.	\$4,300
Dummy engine	1	8,000 "	2,800
Passenger cars	3	6,000 "	1,000
Freight cars	5	5,000 "	350

OHIO AND MISSISSIPPI RAILWAY COMPANY.

March 1, 1875, assumed the operation of the Springfield and Illinois South-eastern Railway, a line extending from Shawneetown, Illinois, to Beardstown—distance, 220 miles—now called Springfield Division Ohio and Mississippi Railway. Term of purchase, \$1,700,000 in bonds of the company, secured by mortgage on said division.

LINE OPERATED—MILES.

Cincinnati, Ohio, to East St. Louis, Illinois.....	340
North Vernon, Indiana, to Jeffersonville, Indiana.....	53
Shawneetown, Illinois, to Beardstown, Illinois ("Springfield Division" from March 1).....	222
	615
Aggregate of sidings and other tracks.....	80.62
Total length of track.....	695.62

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized	\$24,030,000 00
Amount issued.....	24,030,000 00
Par value of shares	\$100
Amount paid in—common	20,000,000 00
preferred	4,030,000 00
Total paid in.....	\$24,030,000 00
Average amount paid in per mile (393).....	\$61,145 00
Proportion for Ohio (19.53 miles).....	1,194,161 85
Stockholders residents of Ohio, 29.	
Amount of stock held by them, election October 8, 1875....	294,200 00
Location of transfer offices out of this State: New York.	
Number of shares transferred within the year at such agency: [Not answered.]	

DEBT.

First mortgage bonds Eastern and Western Divisions out- standing June 30, 1875.....	\$5,000 00
First mortgage 7 per cent. bonds, due January 1, 1895.....	6,697,000 00
Second mortgage 7 per cent. bonds, due January 1, 1874....	97,000 00
Income and funded debt mortgage 7 per cent. bonds, due October 1, 1882.....	174,000 00
Second mortgage 7 per cent. bonds, due October 1, 1911 (con- solidated)	3,905,000 00
Sinking fund mortgage 7 per cent. bonds, due May 1, 1883	160,000 00
Amount of funded debt.....	\$11,038,000 00
Increase since June 30, 1874.....	\$174,000 00
Amount of debt not secured by mortgage.....	737,248 25

Increase since June 30, 1874.....	\$133,343 33
Cash, securities, debit balances, etc., available to payment.....	455,340 00
Total debt liabilities.....	11,755,248 25
Increase since June 30, 1874.....	307,343 33
Average amount of debt per mile.....	29,962 46
Proportion for Ohio.....	585,166 84
<hr/>	
Total of paid-in stock and debt.....	\$35,805,248 25
Total average amount per mile.....	\$91,107 46
Proportion for Ohio.....	1,779,328 69

COST OF ROAD, EQUIPMENT, Etc.

The old books of the company not being accessible it is impracticable to procure data for the details of this account.

Total for road and equipment.....	\$35,349,907 68
Total average amount per mile.....	\$89,948 87
Proportion for Ohio.....	1,756,701 43

CHARACTERISTICS, Etc.

LINE OWNED BY COMPANY—MILES.

	Length.	In Ohio.
Cincinnati, Ohio, to East St. Louis, Ill.....	340	19.53
North Vernon, Ind., to Jeffersonville, Ind.....	53	.....
<hr/>		
Total single main track.....	393	19.53
Aggregate of sidings and other tracks.....	72.20	7.50
<hr/>		
Total length of rail, computed as single track.....	465.20	27.03

Length in Ohio, all in Hamilton county.

Miles of steel rail: Entire line, 15.68; in Ohio, 4.18.

Weight of rail per yard on main track, 56 and 60 pounds; gauge of track, 57 inches.

Road in Ohio ballasted with gravel.

BRIDGES AND TRESTLES IN OHIO.

Wood bridges, 2; greatest age, 16 years; aggregate length.....	520 feet.
Iron " 1; age..... 8 " length.....	630 " 1.150 feet.
Trestles, 1; length, 109 feet.	

FENCING IN OHIO.

Miles (single) built by company (total cost, \$2,355.35).....	5
included in right of way.....	7
built within the year ending June 30, 1875, (cost per rod, \$1.42).....	2
required to inclose road (both sides).....	11

State reasons why not completed: No cattle run at large on line of road in Ohio, the road being mostly within incorporated towns.

STATIONS, ETC.

Passenger and freight—entire line.....	131; in Ohio.....	5
Water and fuel.....	"	5
Telegraph offices in stations, entire line..	78; "	4

RAILROADS CROSSED AT GRADE.

Indianapolis, Cincinnati and Lafayette—Storrs.

Do all trains on your road stop at this crossing? Yes.

Are flagmen stationed there? Yes.

Number of highways crossed at grade in Ohio		25
Miles of telegraph on line of road	1,047; in Ohio	72
Miles of telegraph owned by company	68; "	15
Number of telegraph stations operated by company	63; "	5
Number operated jointly with telegraph company	56; "	4

ROLLING STOCK.

Locomotives, with tenders	123; average weight, in working order. 40,000 lbs.	
Express and baggage cars	23; "	35,000 lbs.
Passenger cars	50; "	45,000 lbs.
Drawing-room and sleeping cars	6; "	lbs.
Freight cars	1,625; "	18,000 lbs.
Other cars	1,079; "	16,000 lbs.

NOT OWNED BY COMPANY REPORTING (INCLUDED ABOVE).

Drawing-room and sleeping cars, 6; owned by Pullman Palace Car Company.

State terms of service: Pullman Palace Car Company receives the usual prices for berths and state-rooms occupied by passengers.

Average number of cars (including baggage cars) in passenger trains	5
Average number of cars in freight trains	20

Kind of brake in use on passenger cars: Thompson's steam-brake and hand-brake.

Method of bridging between passenger cars when two or more are run in trains: Miller platform, with patent coupler, etc.

Are all cars run on your road heated and lighted as prescribed by act passed May 4, 1869 (66 Ohio Laws, 94)? Yes.

State method of heating passenger, sleeping, parlor and drawing-room cars run on your road: Furnaces or stoves, with hot-water pipes, all guarded to secure protection against fire in cases of accident.

Means of lighting same: Candles and oil-lamps.

Number of persons employed by company, (not given); proportion for Ohio, 300.

SPEED OF TRAINS—MILES PER HOUR.

Express passenger—highest rate allowed, 40; average, including stops		25
Mail and accommodation " " 35; " "		20
Freight trains " " 15; " "		12

RATES FOR TRANSPORTATION.

PASSENGERS.

Fare charged per mile:

	Highest.	Lowest.
For the shortest distance carried (1 mile)	3 cents.	2.75 cents.
more than 8 and less than 30 miles	3 "	2.75 "
more than 30 and less than entire length of main road in Ohio ..	3 "	2.75 "
through passengers	3 "	2.75 "

Is there an addition to ticket rates if fare is paid on trains? No.

Amount charged in addition to regular fares, in sleeping or other cars run on your road: For seat, 50 cents; berth, \$2.00; section, \$4.00; state-room, \$1.00.

FREIGHT.

Rate charged per ton per mile :	Highest.	Lowest.
For the shortest distance carried.....	55. cents.	24. cents.
more than 5 and less than 30 miles	15. "	6. "
more than 30 miles and less than entire length of main road		
in Ohio.....	8.50 "	3.90 "
through freight	4. "	.82 "

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road ? Adams and American.

State terms: Adams, \$1.25 for five tons daily, Cincinnati to St. Louis; American, one-half more than first-class rates of freight.

What freight, transportation and other special lines run on your road ? Erie and Pacific Despatch (consolidated with Great Western Despatch); Continental Line; Great Western Despatch; White Line, on Springfield Division.

State terms as to rates, use of track, machinery, repair of cars, etc., with each: The cars are owned by the respective companies constituting the "lines." Regular through rates of freight apportioned pro rata; repairs of cars, as to ordinary wear, at expense of company owning the cars.

Name and post-office address of the principal agent or officer of each line in Ohio: Continental Line, M. L. Doherty, Manager, Cincinnati, Ohio.

DOINGS OF THE YEAR ENDING JUNE 30.

RAIL LAID—MILES.

Re-rolled iron—weight, 56 and 60 lbs. per yard..(in Ohio, 5.).....	55.
Steel	(" 1.80)..... 5.53
	<hr/> 60.33

LOCOMOTIVE AND CAR MILEAGE.

Locomotives.

	Main Line.	Spring. Div.*	Total.
Hauling passenger trains	792,527	68,925	861,452
freight trains.....	1,269,884	43,390	1,313,274
construction and other trains	682,697	2,491	385,188
Totals	2,745,108	114,806	2,559,914

Cars.

Passenger	2,236,768
Express, baggage and mail.....	1,030,568
Freight	16,513,369
Caboose.....	1,226,137
In construction and other trains.....	180,134
Empty cars.....	6,342,505
	<hr/> 27,529,481

AMOUNT PAID FOR LOSS, DAMAGES, ETC.

For loss and damage of goods and baggage.....	\$39,766 67
For animals killed in Ohio—	
1 horse	\$110 00
10 cattle	206 50
2 hogs	12 50
	<hr/> \$329 00

* Four months.

Amount unsettled and in litigation for injuries in Ohio to persons: Two cases in litigation; amount claimed, \$20,000.

FUEL CONSUMED.

Wood, 1,124 cords; coal, 31,733 tons; total cost, \$169,663.40.

TRANSPORTATION.

Passengers.

Number carried	638,052
Total mileage, or number carried one mile.....	42,390,046
Average number of miles traveled by each.....	66.41
Average amount received for each	\$1 74.33
Average amount per mile received for each.....	02.624

Freight.

Tons carried—local.....	600,324	
through	391,803	
	<hr/>	992,137
Average tons in each loaded car per trip.....		10
Total movement, or tons carried one mile.....	145,282,802	
Average amount received for each ton	\$2 25.09	
Average amount per mile received for each		01.54

TONNAGE CLASSIFIED.

	Tons.	Per cent.
Coal	148,820	15
Stone, lime, sand, etc	19,942	2
Petroleum	9,900	1
Ores	39,685	4
Pig and bloom iron.....	29,764	3
Railroad iron (iron and steel rails)	10,060	1
Other iron and castings.....	20,155	2
Lumber and other forest products.....	89,300	9
Live stock	109,200	11
Grain.....	168,600	17
Other agricultural products	49,607	5
Flour.....	69,500	7
Provisions (beef, pork, lard, etc.).....	24,800	2.5
Manufactures, including agricultural implements	19,842	2
Merchandise	73,827	7.5
Miscellaneous.....	109,135	11
Total tonnage yielding revenue.....	992,137	100
Supplies for company's use.....	85,000	

EARNINGS, OPERATING EXPENSES, ETC., FOR YEAR ENDING JUNE 30.

EARNINGS.

Passenger transportation—local.....	\$580,223 52	
through	532,130 72	
	<hr/>	\$1,112,354 24

Freight transportation—local.....	\$1,147,255 90	
through.....	1,085,945 48	
		\$2,233,201 38
Mail and express service.....		182,218 54
		\$3,527,774 16
Less transfers included		323,294 37
Total earnings—main line	\$3,083,350 09	
Springfield Division (4 months)	121,129 70	
		\$3,204,479 79

OPERATING EXPENSES.

Maintenance of way and structures.....	\$419,177 20	
Maintenance of cars.....	232,884 54	
Motive power	180,144 21	
Conducting transportation.....	1,812,557 13	
General expenses—		
Shop tools and machinery	19,500 60	
Taxes—Ohio	\$18,565 11	
Indiana, Illinois, Kentucky, Missouri	67,350 38	
(Salaries included in above classification.)		
		\$2,664,263 68
Less transfers included	323,294 37	
Total operating expenses—main line.....	\$2,242,610 65	
Springfield Division (4 months)	98,358 66	
		\$2,340,969 31

Per cent of operating expenses to earnings—main line,
72.73; Springfield Division, 81.20; average, 73.05.

Net earnings—main line	\$840,739 44	
Springfield Division	22,771 04	
		\$863,510 48

AMOUNTS PER MILE (393 MAIN LINE) OPERATED.*

Earnings.....	\$7,845 67; proportion for Ohio (19.53 miles)	\$153,225 93
Operating expenses.....	5,706 39;	111,445 79
Net earnings	2,139 28;	41,780 14

OTHER RECEIPTS AND PAYMENTS WITHIN THE YEAR.

RECEIPTS OTHER THAN EARNINGS.

Sale of bonds of company (not previously issued)	\$199,200 00	
Increase of floating debt.....	133,343 33	
		\$332,543 33

PAYMENTS OTHER THAN OPERATING EXPENSES.

Interest on bonds.....	\$770,273 29
Dividends, rate 7 per cent. on preferred stock	280,434 00
(Date of last dividend declared on preferred stock, March 1, 1875.)	
No dividend ever declared on common stock.	

*Springfield Division omitted, being for only 4 months.

Construction of new work	\$11,310 00	
Additional equipment	2,082 07	
Additional real estate	11,106 33	
New buildings	618 61	
	<hr/>	\$1,075,824 30

GENERAL BALANCE SHEET, JULY 1, 1875,

Taken after making all proper entries affecting or pertaining to the business and transactions of the line and company to date.

LIABILITIES.		
Capital stock—common	\$20,000,000 00	
preferred	4,030,000 00	
Bonded debt	11,038,000 00	
Current liabilities—pay-rolls	118,511 83	
Balances due, incident to operating road	618,736 42	
	<hr/>	\$35,805,248 25
ASSETS.		
Cost of road, equipment, etc	\$35,349,907 68	
Cash	201,089 03	
Uncollected earnings	88,645 48	
Individual accounts	55,887 29	
Supplies, etc	109,718 77	
	<hr/>	\$35,805,248 25

CASUALTIES TO PERSONS IN OHIO.

Statement for the year ending June 30, of all accidents resulting in injuries to persons, giving extent and cause thereof:

July 21, 1874. ——— Dolahan, North Bend: slightly injured; struck by passing train while standing on platform.

October 4, 1874. Chrystie Elwood, Culloms: killed; was run over while driving cattle on track; jumped in front of engine.

December 1, 1874. Robt. McCain, watchman Miami bridge: fatally injured getting off train in motion; died December 14, 1874. Want of caution.

February 7, 1875. Catharine Edwards, passenger, North Bend: slightly injured; train was thrown from track by rail breaking—effect of severe frost. Cause beyond her control.

February 9, 1875. Patrick Doyle, brakeman, Culloms: fatally injured; fell from his car which ran off track where rail was broken by effect of excessive frost. Died a few days after accident. Cause beyond control.

RECAPITULATION.		
Killed—Passengers	None.	
Employés—from causes beyond their control	1	
misconduct or want of caution	1	
	<hr/>	2
Others—trespassing, on track, etc	1	
Total	<hr/>	3
Injured—Passengers—from causes beyond their control	1	
Employés	None.	
Others—at stations and highway crossings	1	
Total	<hr/>	2

OFFICERS.

Directors—Daniel Torrance	New York City.
Allan Campbell.....	“ “
F. Schuchardt	“ “
Wm. Whitewright, Jr.....	“ “
John D. Prince	“ “
J. D. Lehmer	Cincinnati, Ohio.
John King, Jr.....	“ “
W. W. Scarborough	“ “
Wm. T. McClintick	“ “
Lewis B. Parsons	St. Louis, Mo.
A. N. Chrystie	“ “
Sir Alex. T. Galt	Canada.
President, Daniel Torrance	New York City.
Vice-President and General Manager, A. N. Chrystie	St. Louis, Mo.
General Solicitor, Charles A. Beecher	“ “
Auditor, W. Arnold	“ “
Treasurer, Chas. S. Cone	“ “
Secretary, Wm. M. Walton	New York City.
Assistant General Superintendent, W. R. Woodard	St. Louis, Mo.
Master Mechanic, J. W. D. Potts	Vincennes, Ind.
Engineers, { N. A. Gurney	Pana, Ill.
{ I. A. Smith.....	Cincinnati, Ohio.
General Ticket Agent, R. T. Brydon	St. Louis, Mo.
General Freight Agent, W. Duncan.....	“ “
Purchasing Agent, W. H. Gazlay	“ “

State of Missouri, County of St. Louis, ss:

A. N. Chrystie, Vice-President of the Ohio and Mississippi Railway Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1875.

(Signed)

A. N. CHRYSTIE, *Vice-President.*

Subscribed and sworn to before me, this 20th day of September, A.D. 1875.

[SEAL.]

D. W. PAUL, *Notary Public.*

OHIO AND TOLEDO RAILROAD COMPANY.

This railroad is completed from Carrollton to Minerva, a distance of fifteen miles. *W.P.* are only running regular trips from Carrollton to Oneida, a distance of ten miles.

PROPOSED LINE.

From Cannonsburgh, via Columbiana, to Youngstown.....	65 miles.
Length graded not laid with rail	12 "
On what portion of line? South of Carrollton, and east of Minerva.	

CONSTRUCTION ACCOUNT.

All expenditures for construction, etc., up to June 30, 1875, inclusive :

Right of way.....	\$275 00	
Civil engineering	1,100 00	
Grading and masonry.....	7,650 00	
Bridges	2,470 00	
Timber and ties	4,200 00	
Iron rails, chairs and spikes.....	46,800 00	
Fencing	200 00	
Passenger and freight stations	400 00	
Engine and car houses	1,000 00	
Locomotives and fixtures	14,620 00	
Passenger and baggage cars.....	4,600 00	
Freight and other cars	2,275 00	
Contingent expenses.....	500 00	
	<hr/>	\$86,090 00

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized.....	\$1,500,000 00	
Increase since June 30, 1874 (certificate filed October 15, 1874). ..	1,300,000 00	
Amount subscribed.....	150,000 00	
Amount issued.....	70,000 00	
Par value of shares	\$50 00	
Total paid in—common, cash and construction.....		\$80,000 00
Location of transfer offices out of this State: None.		

DEBT.

Unfunded debt contracted for construction, equipment or real estate	\$6,090 00	
Decrease since June 30, 1874	\$43,910 00	
Total of paid-in stock and debt.....		<hr/> \$86,090 00

CHARACTERISTICS, ETC.

LINE OWNED BY COMPANY—MILES.

Single main track—Carrollton to Minerva 15

There are no side tracks.

Length all in Carroll county.

Weight of rail per yard on main track, 30 lbs. Gauge of track, 36 inches.

Miles of road ballasted, 15—with gravel.

BRIDGES AND TRETTLES.

Wood bridges, 10; aggregate length, 410 feet.

All built within the year, as follows:

Location.	Construction.	Length—feet.
Fugil's Run.....	1 trestle	30
Oneida	2 “	50
Brothers.....	1 “	20
Oneida Station	2 “	102
Ray's Crossing.....	1 “	98
Ray's, Buck's and Hibbit's	1 each, trestle	110
Trestles, 3: aggregate length, 70 feet.		

FENCING.

Built by company within the year (cost per rod, \$1.20), 167 rods.

Required to inclose road, both sides: Nearly all fenced by the owners of the lands.

STATIONS, ETC.

Passenger and freight.....	5
Water and fuel	2

RAILROADS CROSSED AT GRADE.

Tuscarawas Branch of Cleveland and Pittsburgh—Oneida.

Do all trains on your road stop at this crossing? Yes.

Are flagmen stationed at it? Yes.

Are your time-tables arranged to secure running connections with it? Yes.

Number of highways crossed at grade, 6.

Miles of telegraph on line of road: None.

ROLLING STOCK.

Locomotives and tenders	2; average weight, in working order...	30,000 lbs.
Express and baggage cars.....	1; “	12,000 “
Passenger cars	2; “	12,000 “
Freight cars.....	7; “	8,000 “

Average number of cars (including baggage cars) in passenger trains 3

Method of bridging between passenger cars when two or more are run in trains: We run but one passenger car.

Are all cars run on your road heated and lighted as prescribed by act passed May 4, 1869 (66 Ohio Laws, 94)? Yes.

State method of heating passenger cars run on your road: Railroad coal stove.

Means of lighting same: Candles.

Number of persons employed by company, 20.

SPEED OF TRAINS—MILES PER HOUR.

Mail and accommodation, including stops 10

RATES FOR TRANSPORTATION.

PASSENGERS.

Fare charged per mile :

	Highest.	Lowest.
For the shortest distance carried	5 cents.	4 cents.

Is there an addition to ticket rates if fare is paid on trains? No.

FREIGHT.

Rate charged per ton per mile :

	Highest.	Lowest.
For the shortest distance carried (10 miles)	200 cents.	125 cents.

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road? Union Line.

State terms: \$40 per month. Our conductor attends to it.

No freight, transportation or other special lines run on the road.

DOINGS OF THE YEAR ENDING JUNE 30.

RAIL LAID.

New iron—weight, 30 lbs. per yard 4.50 miles.

LOCOMOTIVE AND CAR MILEAGE.

Locomotives.

Hauling mixed trains	12,000	
construction and other trains	2,000	
	14,000	

Cars.

Passenger	24,000	
Express and baggage	12,000	
Freight	36,000	
In construction and other trains	6,000	
	78,000	

AMOUNT PAID FOR LOSS, DAMAGES, ETC.

For animals killed—2 cattle \$35 00

FUEL CONSUMED.

Coal, 190 tons; cost, \$475.

TRANSPORTATION.

Passengers.

Number carried	4,800	
Average number carried in each car per trip	4.29	
Total mileage, or number carried one mile	46,974	
Average number of miles traveled by each	9.77	
Average amount received for each	\$0 48.74	
Average amount per mile received for each	04.98	

Freight.

Tons carried.....	1,333
Average tons in each loaded car per trip.....	1
Total movement, or tons carried one mile.....	13,330
Average amount received for each ton.....	\$1 72.00
Average amount per mile received for each ton.....	17.70

TONNAGE CLASSIFIED.

	Tons.
Lumber and other forest products.....	40
Grain.....	460
Other agricultural products.....	40
Flour.....	65
Provisions (beef, pork, lard, etc.).....	80
Manufactures, including agricultural implements.....	90
Merchandise.....	550
Miscellaneous.....	78
Total tonnage yielding revenue.....	1,333
Supplies for company's use.....	5

EARNINGS, OPERATING EXPENSES, Etc., FOR YEAR ENDING JUNE 30.

EARNINGS.

Passenger transportation.....	\$2,339 70
Freight transportation.....	2,991 92
Mail service.....	458 33
Express service.....	440 00
Total earnings.....	\$5,529 95

OPERATING EXPENSES.

Maintenance of way and structures (earnings all used).....	\$3,344 95
Maintenance of cars.....	40 00
Motive power.....	495 00
Conducting transportation.....	1,650 00
General expenses: Salaries, none fixed.....	
Total operating expenses.....	\$5,529 95

AMOUNTS PER MILE (10) OPERATED.

Earnings.....	\$552 99
Operating expenses.....	\$552 99

OTHER RECEIPTS AND PAYMENTS WITHIN THE YEAR.

RECEIPTS OTHER THAN EARNINGS.

Payments on capital stock.....	\$80,000 00
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PAYMENTS OTHER THAN OPERATING EXPENSES.

Floating debt liquidated.....	\$43,910 00
Construction of new work, additional equipment, etc.....	36,090 00
	<u>\$80,000 00</u>

GENERAL BALANCE SHEET, JULY 1, 1875.

LIABILITIES.

Capital stock	\$80,000 00
Floating debt	6,090 00
	<hr/> \$86,090 00

ASSETS.

Cost of road and equipment	\$86,090 00
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CASUALTIES TO PERSONS.

Statement for the year ending June 30 of all accidents resulting in injuries to persons, giving extent and cause thereof:

April 30, 1874. Charles Diggs, colored, not employed on road, near Hibbits Post-office: injured, not seriously; had his hand caught when coupling ears. Coupled of his own free will.

September 4, 1874. James Saltsman, freight passenger: injured; was on top of box car, when car ran off the track; he jumped, and fractured one wrist.

OFFICERS.

Directors—E. R. Eckley	Carrollton, Ohio.
A. R. Arter	Hanoverton, “
J. B. Richey	Guilford, “
Shep. Hawley	“ “
D. Deemer	Columbiana, “
E. McGuire	Carrollton, “
Wm. C. Scott	“ “
President—E. R. Eckley	“ “
Vice-President—A. R. Arter	Hanoverton, “
Auditor—H. Beidler	Minerva, “
Treasurer—Geo. P. Davis	“ “
Secretary—Stanton Weaver	“ “
Superintendent—E. McGuire	Carrollton, “

State of Ohio, County of Carroll, ss :

E. R. Eckley, President of the Ohio and Toledo Railroad Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1875.

(Signed)

E. R. ECKLEY, *President.*

Subscribed and sworn to before me, this 27th day of August, A.D. 1875.

[SEAL.]

JAMES HOLDER, *Notary Public.*

PAINESVILLE AND YOUNGSTOWN RAILROAD COMPANY.

[ROAD ALL IN OHIO.]

On the 1st day of January, 1875, this company, under a contract of settlement made December 21, 1874, received from the Grand River Improvement Company (contractors) full possession and control of the entire line of the road, with the equipment and property acquired by said contractors for its use, and delivered to them, as agreed, the capital stock and bonds of this company: and since said date (January 1, 1875) the road has been operated by this company. Passenger trains have been run regularly between Painesville and Niles, and freight carried between Fairport and Youngstown.

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized	\$2,000,000 00
Amount issued	2,000,000 00
Par value of shares.....	\$50
Total paid in—common *	\$2,000,000 00
Increase since June 30, 1874.....	\$1,735,000 00
Average amount paid in per mile (61.80).....	32,362 46
Stockholders residents of Ohio, 19.	
Amount of stock held by them June 30, 1875, including 3,117 shares held by Grand River Improvement Company.....	663,000 00
Location of transfer offices out of this State: None.	

DEBT.

First mortgage 7 per cent. gold bonds, due November, 1902 ..	\$993,000 00
Second mortgage 7 per cent. currency bonds, due July, 1900..	250,000 00
Amount of funded debt.....	\$1,243,000 00
Increase since June 30, 1874.....	\$470,000 00
Due in income or second mortgage bonds for cash subscriptions collected	37,295 29
Unfunded debt contracted for construction, equipment, or real estate.....	91,992 42
Unfunded debt contracted for other purposes	14,778 35
Other debts, current credit balances, etc	31,250 00
Amount of debt—not secured by mortgage	\$175,316 06
Total debt liabilities.....	\$1,418,316 06
Average amount of debt per mile	22,950 10
Total of paid-in stock and debt	\$3,418,316 06
Total average amount per mile.....	\$55,312 56

* Through a contract with Grand River Improvement Company for construction and equipment of its road.

COST OF ROAD, EQUIPMENT, Etc.

CONSTRUCTION OF ROAD.

The road was built by contract for a gross sum in cash, stock, and bonds—items not kept by this company.

Total expenditures for construction	\$3,270,174 21
Average cost per mile, not including sidings (to this company)	\$52,915 44

EQUIPMENT.

Locomotives, 6	\$49,694 01
Passenger, express, and baggage cars, 9	20,241 10
Freight, construction, and other cars, 114	45,968 61
Machinery, hand cars, tools, etc.	6,988 13
Total expended for equipment	\$122,891 85
Average amount per mile (61.80) operated	\$1,988 54
Total for road and equipment	\$3,393,066 06
Total average amount per mile	\$54,903 93

CHARACTERISTICS, Etc.

LINE OWNED BY COMPANY—MILES.

Single main track, Fairport to Youngstown	61.80
Third rail laid on Youngstown and Austintown Coal Road *	1.50
Aggregate of sidings and other tracks	4.20
	<u>5.70</u>

Total length of rail, computed as single track

Length in Ohio distributed as follows:			
County.	Main track.	Sidings, etc.	Total.
Lake	8.68	.922	9.602
Geauga	22.69	1.414	24.104
Trumbull	27.34	.524	27.864
Mahoning	3.09	2.84	5.93
Totals	<u>61.80</u>	<u>5.70</u>	<u>67.50</u>

Miles of steel rail: None.

Weight of rail per yard on main track, 35 lbs. Gauge of track, 36 inches.

Road in Ohio all ballasted with gravel and mill cinder.

Miles ballasted since June 30, 1874, 11.50.

BRIDGES AND TRESTLES.

Wood bridges, 10; greatest age, 3 years; aggregate length	1,178 feet.
Stone bridges, 3; aggregate length	485 "
Total	<u>1,663 "</u>

Built within the year ending June 30, 1875 (included in the above, as follows):

Location.	Construction.	Material.	Length—feet.
Mill Creek	Howe truss	Wood	100
Richmond	Howe truss	Wood	265
Trestles, 25; greatest age, 3½ years; aggregate length			<u>7,377 feet.</u>

* Three miles single rail—equal to 1.50 miles single track.

FENCING.

Miles (single) built by company (total cost, \$25,498.95)	59
built within the year ending June 30, 1875 (cost per rod, \$1.20 and \$1.40), about.	11
required to inclose road (both sides)	“ . 65
State reasons why not completed: Want of time and facilities.	

STATIONS, ETC.

Passenger and freight.....	17
Water and fuel	4
Telegraph offices in stations.....	7

RAILROADS CROSSED AT GRADE.

Lake Shore and Michigan Southern—Painesville.

Atlantic and Great Western—Warren.

Cleveland and Mahoning—near Niles.

Niles and New Lisbon—near Niles.

Youngstown and Austintown [coal road]—near Youngstown.

Do all trains on your road stop at these crossings? Yes.

Are flagmen stationed at each? Yes, at all but Youngstown and Austintown, which is only a coal switch.

Are your time-tables arranged to secure running connections with roads named? Yes, with Lake Shore and Michigan Southern, Niles and New Lisbon, and Cleveland and Mahoning.

Number of highways crossed at grade	61
Miles of telegraph on line of road	60
Miles of telegraph owned by company jointly with Western Union Telegraph Co... ..	60
Number operated jointly with telegraph company.....	7

ROLLING STOCK.

Locomotives, with tenders....	6;	average weight (in working order)....	41,500 lbs.
Express and baggage cars ..	3;	“	15,000 “
Passenger cars.....	6;	“	16,000 “
Freight cars—box	22;	“	9,500 “
“ coal	80;	“	7,500 “
Other cars	12;	“	5,000 “

All owned by company.

Average number of passenger and baggage cars in accommodation trains..... 1 each.

Average number of cars in mixed passenger and freight trains

Kind of brake in use on passenger cars: Hand-brake.

Method of bridging between passenger cars when two or more are run in trains: Only one passenger car run in train.

Are all cars run on your road heated and lighted as prescribed by act passed May 4, 1869 (66 Ohio Laws, 94)? Yes.

State method of heating passenger cars run on your road: By coal stoves, using bituminous coal.

Means of lighting same: Candles.

Number of persons employed by company: 183.

SPEED OF TRAINS—MILES PER HOUR.

Mail and accommodation—highest rate allowed..	25;	average, including stops	17
Freight trains.....	15;	“ “	12

RATES FOR TRANSPORTATION.

PASSENGERS.

Fare charged per mile :

	Highest.	Lowest.
For the shortest distance carried (1.20 miles)	4.17 cents.	4.17 cents.
more than 8 and less than 30 miles	3. “	3. “
more than 30 miles and less than entire length of main road	3. “	3. “
through passengers.....	3. “	3. “
Is there an addition to ticket rates if fare is paid on trains ?	No.	

FREIGHT.

Rate charged per ton per mile :

	Highest.	Lowest.
For the shortest distance carried (2 miles).....	90 cents.	37.50 cents.
more than 5 and less than 30 miles.....	30 “	4. “
more than 30 miles and less than entire length of main road	10 “	1.36 “
through freight.....	5.83 “	1.31 “

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road ? Union.

State terms.

One and a half first-class rates, and half fare for messenger.

What freight, transportation and other special lines run on your road ? None.

Name and post-office address of the principal agent or officer :

Union Express, George Bingham, Superintendent, Pittsburgh, Pa.

DOINGS OF THE YEAR ENDING JUNE 30.

RAIL LAID—MILES.

New iron—weight, 35 lbs. per yard	13.60
Re-rolled iron, 60 “ “ (third rail, Y and A).....	1.50
	<hr/> 15.10

LOCOMOTIVE AND CAR MILEAGE.

Locomotives.

Hauling mixed trains	64,362
construction and other trains	31,300
	<hr/> 95,662

Cars.

Passenger	64,362
Express and baggage	64,362
Freight	213,800
In construction and other trains.....	150,000
Empty cars.....	155,000
	<hr/> 647,524

AMOUNT PAID FOR LOSS, DAMAGES, ETC.

For loss and damage of goods and baggage	\$16 17
For animals killed—	
1 cattle	\$45 00
Amount claimed, unsettled, and in litigation for injuries to persons.....	\$6,000 00

FUEL CONSUMED.

Coal, 1,850 $\frac{1}{4}$ tons; cost, \$4,539.68.

TRANSPORTATION.

Passengers.

Number carried.....	40,995
Average number carried in each car per trip.....	22
Total mileage, or number carried one mile.....	560,605
Average number of miles traveled by each.....	13.67
Average amount received for each.....	\$0 44.82
Average amount <i>per mile</i> received for each.....	03.28

Freight.

Tons carried—local	7,175	
through	1,204	
		8,379
Average tons in each loaded car per trip.....	4.50	
Total movement, or tons carried one mile.....	263,203	
Average amount received for each ton.....	\$1 48.65	
Average amount per mile received for each.....	04.732	

TONNAGE CLASSIFIED.

	Tons.	Per cent.
Coal.....	2,970	35.5
Stone, lime, sand, etc.....	840	10.
Petroleum.....	29	.3
Iron and castings.....	190	2.3
Lumber and other forest products.....	880	10.5
Live stock.....	9	.1
Grain.....	154	1.8
Other agricultural products.....	437	5.2
Flour.....	200	2.4
Provisions (beef, pork, lard, etc).....	938	11.2
Manufactures, including agricultural implements.....	374	4.5
Merchandise.....	798	9.5
Miscellaneous.....	560	6.7
Total tonnage yielding revenue.....	8,379	100.
Supplies for company's use.....	1,210	

EARNINGS, OPERATING EXPENSES, ETC., FOR YEAR ENDING JUNE 30.

EARNINGS.

Passenger transportation.....	\$18,386 25
Freight transportation—local	\$11,492 19
through	963 37
	12,455 56
Mail service.....	1,760 60
Express service since January 1, 1875.....	649 24
Total earnings.....	\$33,251 65

OPERATING EXPENSES.

Maintenance of way and structures	\$20,506 08	
Maintenance of cars	4,051 54	
Motive power	5,556 53	
Conducting transportation	17,067 14	
General expense—		
Taxes	\$2,271 73	
Salaries	6,090 00	
Other general expenses of operating	1,604 35	
	<u>\$9,966 08</u>	
Total operating expenses		\$57,147 37
Deficit		<u>\$23,895 72</u>

Much of this is properly chargeable to "construction," but could not be divided accurately, and has therefore been allowed to stand as above.

GENERAL BALANCE SHEET, JULY 1, 1875.

Taken after making all proper entries affecting or pertaining to the business and transactions of the company to date.

LIABILITIES.

Capital stock	\$2,000,000 00
First mortgage bonds	993,000 00
Second mortgage bonds	250,000 00
Bills payable	39,108 07
Due in income or second mortgage bonds	37,295 29
Accounts payable	<u>98,912 70</u>
	\$3,418,316 06

ASSETS.

The Painesville and Youngstown Railroad, with its appurtenances and equipment at cost to the company	\$3,393,066 06
Profit and loss	<u>25,250 00</u>
	\$3,418,316 06

CASUALTIES TO PERSONS.

Statement for the year ending June 30 of all accidents resulting in injuries to persons, giving extent and cause thereof:

October 28, 1874. Martin Holloran, laborer, two miles north-west of Youngstown: injured in the leg by a fall of dirt while he was working in a gravel bank on the line of the road. It was not fatal. The company claim that it was his own fault.

OFFICERS.

Directors—Paul Wick	Youngstown, Ohio.
M. C. Martin	39 Barclay st., New York.
A. B. Cornell	Youngstown, Ohio.
Henry O. Bonnell	“ “
Richard Brown	“ “
Horace Steele	Painesville, “
H. B. Payne	Cleveland, “
President, Paul Wick	Youngstown, Ohio.
Vice-President, M. C. Martin	39 Barclay st., New York.
General Manager, Miles R. Martin	Youngstown, Ohio.
General Solicitor, Sidney Strong	“ “
Auditor, Miles R. Martin	“ “

Treasurer, Aaron Wilcox.....	Painesville, Ohio.	•
Secretary, A. B. Cornell.....	Youngstown,	“
Superintendent, G. R. Crane.....	Painesville,	“

State of Ohio, County of Mahoning, ss:

Miles R. Martin, General Manager of the Painesville and Youngstown Railroad Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be substantially a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1875, to the best of his knowledge and belief.

[Signed]

MILES R. MARTIN, *General Manager.*

Subscribed and sworn to before me, this 30th day of October, A.D. 1875.

[SEAL.]

SIDNEY STRONG, *Notary Public.*

PITTSBURGH, CINCINNATI AND ST. LOUIS RAILWAY COMPANY.

LINE OPERATED—MILES.

Pittsburgh, Penn., to Columbus, Ohio	192.30
Cadiz Junction, Ohio, to Cadiz	8.10
Columbus to Cincinnati, Ohio	120.40
Xenia, Ohio, to Springfield, Ohio	19.30
Xenia to Richmond, Ind	56.20
	<hr/> 396.30
Double main track—Pittsburgh, Columbus and St. Louis Railway...	14.50
Little Miami Div	26.60
	<hr/> 41.10
Aggregate of sidings and other tracks—Pittsburgh, Col. and St. Louis	47.40
Little Miami Div	29.50
	<hr/> 76.90
	<hr/> <hr/> 118.
Total length of track	514.30

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized	\$8,924,350 00
Amount issued	8,437,300 00
Par value of shares	\$50
Amount paid in—common	2,508,700 00
1st preferred	2,928,600 00
2d preferred	3,000,000 00
	<hr/>
Total paid in	\$8,437,300 00
Increase since June 30, 1874—common, \$400: 1st preferred,	
\$3,150	\$3,550 00
Average amount paid in per mile, 200.40	42,102 30
Proportion for Ohio, 158.20 miles	6,660,583 86
Stockhold residents of Ohio, 105.	
Amount of stock held by them June 30, 1875	538,150 00
Location of transfer offices out of this State: None.	

DEBT.

Pittsburgh, Cincinnati and St. Louis, first mortgage 7 per cent. bonds, due August 1, 1890	\$6,222,000 00
Pittsburgh, Cincinnati and St. Louis second mortgage 7 per cent. bonds, due April 1, 1913	5,000,000 00
Steubenville and Indiana first mortgage 6 per cent. bonds, due January 1, 1884	3,000,000 00
Steubenville and Indiana second mortgage 6 per cent. bonds.	4,060 99
Steubenville and Indiana income 7 per cent. bonds	7,000 00
Columbus and Newark Division first mortgage 7 per cent. bonds, due January 1, 1890	775,000 00
	<hr/>
Amount of funded debt	\$15,008,060 99

Decrease since June 30, 1874.....	\$2,450 00	
Unfunded debt contracted	1,956,021 54	
Other debts, current credit balances, etc.....	3,301,546 29	
		<hr/>
Amount of debt not secured by mortgage.....		\$5,257,567 83
Increase since June 30, 1874.....	\$754,646 40	
Cash, securities, debit balance, etc., available to payment.	3,880,296 53	
Total debt liabilities.....	20,265,628 52	
Increase since June 30, 1874	752,196 40	
Average amount of debt per mile.....	101,125 89	
Proportion for Ohio.....	15,998,115 80	
		<hr/>
Total of paid-in stock and debt.....		\$28,702,928 52
Total average amount per mile.....	143,228 19	
Proportion for Ohio.....	22,658,699 66	

COST OF ROAD, EQUIPMENT, Etc.

ROAD CONSTRUCTED BY COMPANY.

This road was entirely constructed by the companies consolidated into Pittsburgh, Columbus and St. Louis Railway Company, and the latter company.

Total expenditures by company for construction.....	\$15,964,146 75
Average cost per mile (not including sidings) of road constructed	\$79,661 41
Proportion of same for Ohio.....	12,602,435 06

EQUIPMENT.

Total expended for equipment	\$3,823,788 21
Average amount per mile	\$19,080 78
Proportion for Ohio	3,018,579 40
<hr/>	
Total for road and equipment.....	\$19,787,934 96
Total average amount per mile.....	\$98,742 19
Proportion for Ohio.....	15,621,014 46

CHARACTERISTICS, Etc.

LINE OWNED BY COMPANY—MILES.

	Length.	In Ohio
Pittsburgh, Penn., to Columbus, Ohio.....	192.30	150.10
Cadiz Junction, Ohio, to Cadiz.....	8.10	8.10
		<hr/>
Total single main track.....	200.40	158.20
Double main track.....	14.50	.....
Aggregate of sidings and other tracks.....	47.40	38.35
		<hr/>
Total length of rail, computed as single track	262.30	196.55

Length in Ohio distributed as follows:

County.	Main track.	Branches.	Sidings, etc.	Total.
Jefferson	22.74	.....	5.92	28.66
Harrison	24.24	8.10	3.94	36.28
Tuscarawas.....	21.72	.....	6.88	28.60
Coshocton	23.26	.....	2.82	26.08

County.	Main track.	Branches.	Sidings, etc.	Total.
Muskingum.....	14.09	.....	2.47	16.56
Licking	11.53	.....	2.70	14.23
“ “.....	20.35	.....	5.97	26.32
Franklin “.....	12.17	.....	7.65	19.82
Total.....	150.10	8.10	8.35	196.55
Laid with steel rail.....	8.80	.....	.....	8.80

OPERATED UNDER LEASE (EMBRACED IN THIS REPORT).

	Length.	In Ohio
Little Miami and Columbus and Xenia Railroads, single main track....	195.90	191.70
Double main track	26.60	26.60
Sidings and other tracks.....	29.50	28.60
Total	252.	246.90
Miles of steel rail—entire line Pittsburgh, Columbus and St. Louis R’y.	26.83	
Little Miami Division .....	.568	
		27.398

Weight of rail per yard on main track, 60 and 64 lbs. Gauge of road, 57½ inches.

Entire line in Ohio ballasted—Pittsburgh, Cincinnati and St. Louis with stone and gravel; Little Miami with gravel.

Miles ballasted since June 30, 1874—40 on Pittsburgh, Cincinnati and St. Louis with stone and gravel; 1.25 on Little Miami Division with gravel.

BRIDGES, TRETTLES, TUNNELS, ETC., IN OHIO.

	P. C. and St. L.		L. M. Div.		Total No.	Total Length
	No.	Length.	No.	Length.		
Bridges—Wood.....	^b 40	4,642	80	6,319	120	10,961
Iron	^b 3	165	2	259	5	424
Stone.....	16	1,847	3	194	19	2,041
Totals.....	59	6,654	85	6,772	144	13,426

Built within the year ending June 30, included in above, on Little Miami Division, at Loveland, 1 Howe truss wood, 127½ feet.

Greatest age of bridges—Pittsburgh, Cincinnati and St. Louis, wood, 17 years; iron, 5 years.

Little Miami Division, wood, 13 years; iron, 8 years.

Trestles—Pittsburgh, Cincinnati and St. L., 3; greatest age, 7 years; aggregate length, 220 feet.

Tunnels—P. C. and St. L., 2 stone; aggregate length..... 2,260 “

3 brick and stone; aggregate length..... 3,051 “

5,311 “

FENCING IN OHIO.

Miles (single) now built (total cost not known)—Pittsburgh, Cincinnati and St. Louis, 218.60; Little Miami Division, 370.80.

Miles built within the year ending June 30—Pittsburgh, Cincinnati and St. Louis, (cost per rod, \$1.10), 18.60.

^a That portion of the line from Newark to Columbus, 33 miles, is owned and used jointly by the Central Ohio and Pittsburgh, Cincinnati and St. Louis companies.

^b Of these there are on the line owned jointly with Central Ohio Railroad Company, between Newark and Columbus, 15 wood; greatest age, 17 years; aggregate length, 50½ feet; 1 iron; age 3 years; length, 98 feet.

^c On same portion of line.

Miles built within the year ending June 30—Little Miami Division (cost per rod, \$1.45), 26.
 Miles required to inclose road (both sides)—Pittsburgh, Cincinnati and St. Louis, 97.80; Little Miami Division, 10.80.

State reasons why not completed:

The principal part of fencing unfinished is through property of parties living on line of road who by contract, have agreed to build and keep the same in repair, but have failed to do so.

STATIONS, ETC.

	P. C. and St. L.	In Ohio.	L. M. Div.	In Ohio.
Passenger and freight.....	58	29	37	36
Water and fuel.....	24	17	16	16
Telegraph offices in stations.....	43	26	21	20

RAILROADS CROSSED AT GRADE.

Cleveland, Tuscarawas Valley and Wheeling—Urichsville.

Marietta, Pittsburg and Cleveland—Newcomerstown.

Lake Erie Division Baltimore and Ohio—Newark.

Columbus and Hocking Valley—Columbus.

Cincinnati and Springfield—near Columbus and at London.

Marietta and Cincinnati—Loveland.

Do all trains on your road stop at these crossings? Yes.

Are flagmen stationed at each? Not all.

Are your time-tables arranged to secure running connection with roads named? Where practicable they are.

Number of highways crossed at grade in Ohio: Pittsburgh, Cincinnati and St. Louis, (Stenbenville to Newark, 128; Newark to Columbus, 42) 170; Little Miami Div., 205.

Miles of telegraph on line of road: Pittsburgh, Cincinnati and St. Louis, 200.40; Little Miami Division, 195.90.

Miles of telegraph on line of road in Ohio: Pittsburgh, Cincinnati and St. Louis, 158.20; Little Miami Division, 191.70.

All owned jointly by railroad companies and Western Union Telegraph Company.

Number of telegraph stations operated by company: Pittsburgh, Cincinnati and St. Louis Division, 18; in Ohio, 9.

Number operated jointly with telegraph company: Pittsburgh, Cincinnati and St. Louis Division, 30; in Ohio, 23; Little Miami Division, 24; in Ohio, 23.

ROLLING STOCK.

	P. C. & St. L.	L. M. Div.	Aggregate.	Av. weight.
Locomotives, with tenders..	110	46	156 in working order.	120,000 lbs.
Express and baggage cars..	19	17	36	27,000 lbs.
Passenger cars.....	33	42	75	35,000 lbs.
Drawing-room and sleeping cars	10	6	16	60,000 lbs.
Freight cars	1,669	702	2,371	17,500 lbs.
Other cars	52	13	65	18,000 lbs.

NOT OWNED BY COMPANY REPORTING—INCLUDED ABOVE.

Locomotives and tenders, 6, owned by Pennsylvania Company.

Drawing-room and sleeping cars, 16, owned by Pullman Palace Car Company.

State terms of service:

For the locomotives, 10 per cent. per annum on original cost.

The sleeping cars are furnished by the Pullman Palace Car Company, who renew the bedding and upholstery, and receive pay for the use of berths. The railway company keep the cars in running order, and have the use of them for their passengers.

Average number of cars (including baggage cars) in passenger trains..... 4 to 5
in freight trains 15 to 17

Kind of brake in use on passenger cars: Westinghouse air-brake.

Method of bridging between passenger cars: Movable wooden bridge.

Are all cars run on your road heated and lighted as prescribed by act passed May 4, 1869 (66 Ohio Laws, 94)? Yes.

State method of heating passenger and sleeping cars run on your road:

Passenger cars, Spear's and Drupp's heaters. Sleeping cars, Baker's steam heaters.

Means of lighting same: Candles.

Number of persons employed by company:

P. C. and St. L....	2,494	Proportion for Ohio—P. C. and St. L....	1,624
L. M. Div.....	1,025	L. M. Div.....	1,020
	<u>3,519</u>		<u>2,644</u>

SPEED OF TRAINS—MILES PER HOUR.

Express passenger—highest rate allowed.....	P. C. and St. L. Div..	45;	L. M. Div..	40
Mail and accommodation.....	"	45;	"	35
Freight trains.....	"	18;	"	15
Express passenger—average, including stops.....	"	33;	"	30
Mail and accommodation.....	"	19;	"	20
Freight trains.....	"	10;	"	10

RATES FOR TRANSPORTATION.

PASSENGERS.

Fare charged per mile:

	Highest.	Lowest.
For the shortest distance carried (8 miles).....	4 cents.	4 cents.
more than 8 and less than 30 miles.....	3 "	3 "
more than 30 miles and less than entire length of road in Ohio.....	3 "	3 "
through passengers.....	3 "	1 "

Is there an addition to ticket rates if fare is paid on trains? No.

Amount charged in addition to regular fares, in sleeping or other cars run on your road:

For seat, 25 cents and \$1; berth, \$2 and \$2.50; section, \$4 and \$5; state-room, \$7 and \$9, according to distance.

FREIGHT.

Rate charged per ton per mile:

	Highest.	Lowest.
For the shortest distance carried (8 miles).....	20 cents.	7.50 cents.
more than 5 and less than 30 miles.....	9.29 "	5 "
more than 30 miles and less than entire length of main road.....	4.90 "	2.25 "
through freight.....	2 "	.80 "

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your line? Adams.

State terms: See former reports.*

What freight, transportation, and other special lines run on your road? Union Line.

State terms as to rates, use of track, machinery, repair of cars, etc.: See Commissioner's report, 1872.

Name and post-office address of the principal agent or officer of each line in Ohio:

Adams Express—A. Gaither, Resident Manager, Cincinnati.

Union Line—D. S. Gray, Western Manager, Columbus.

DOINGS OF THE YEAR ENDING JUNE 30.

RAIL LAID—MILES.

Re-rolled iron	Pitts., Cin. and St. Louis, in Ohio,	41.94	Total,	51.84
	Little Miami Div.	" 30.30	"	30.30
Spliced and mended iron, Little Miami Div.	"	2	"	2
Steel rail— 0 lbs. per yard, Pitts. Cin. and St. Louis	"	6.91	"	22.91
				<u>107.05</u>

LOCOMOTIVE AND CAR MILEAGE.

Locomotives.

	P. C. and St. L.	L. M. Div.	Total.
Handling passenger trains	632,696	595,528	1,228,224
freight trains.....	2,231,329	581,910	2,819,239
construction trains	125,912	30,724	156,636
Totals	<u>2,995,937</u>	<u>1,208,162</u>	<u>4,204,099</u>

Cars.

Passenger	2,058,454	1,481,614	3,540,068
Express and baggage	1,123,109	854,723	2,007,832
Freight	23,499,123	4,981,766	28,480,889
Caboose.....	1,568,168	313,032	1,881,200
In construction and other trains	503,648	122,896	626,544
Empty cars	<u>6,698,352</u>	<u>1,438,687</u>	<u>8,137,039</u>
Totals.....	<u>35,450,854</u>	<u>9,222,718</u>	<u>44,673,572</u>

AMOUNT PAID FOR LOSS, DAMAGES, ETC.

For loss and damage of goods and baggage—

Pitts., Cin'ti and St. Louis.....	\$15,256 56	
Little Miami Division	<u>11,700 90</u>	\$26,957 46

For injuries in Ohio, fatal and non-fatal—

To passengers—Pitts., Cin'ti and St. Louis.....	\$4,047 50	
Little Miami Division	<u>2,173 26</u>	\$6,220 76
To employés—Pitts., Cin'ti and St. Louis.....	\$3,490 59	
Little Miami Division	<u>628 69</u>	\$4,119 28
To others—Pitts., Cin'ti and St. Louis.....	\$545 35	
Little Miami Division	<u>1,000 00</u>	\$1,545 35
		<u>11,885 39</u>

* Contract printed in full in Commissioner's reports for 1867, 1871, and 1872.

For animals killed in Ohio—

Horses—Pitts., Cin'ti and St. Louis, 12.....	\$410 00	
Little Miami Division, 5	235 00	\$645 00
Mules—Little Miami Division, 3.....		150 00
Cattle—Pitts., Cin'ti and St. Louis, 18.....	\$313 00	
Little Miami Division, 25.....	510 80	\$823 80
Sheep—Pitts., Cin'ti and St. Louis, 43.....	\$98 50	
Little Miami Division, 32.....	185 00	\$283 50
		\$1,902 30

Amount claimed, unsettled, and in litigation for injuries in Ohio to persons: Unknown.

FUEL CONSUMED.

Wood—Pitts., Cin'ti and St. Louis.....	2,520.5 cords; cost,	\$9,276.18	
Coal	100,941.5 tons; "	159,414.77	\$168,690 95
Wood—Little Miami Division.....	3,888 cords; cost,	\$13,222 14	
Coal	29,710 tons; "	58,670 64	\$71,792 70

TRANSPORTATION.

Passengers.

Average number carried in each car per trip				25 to 35
Number carried—				
	Local.	Through.	Totals.	
Pitts., Cin'ti and St. Louis	581,708	86,715	668,423	
Little Miami Division	729,865	101,751	831,616	1,500,039
Total mileage, or number carried one mile—				
Pitts., Cin'ti and St. Louis.....			29,018,276	
Little Miami Division			22,344,469	51,362,475
Average number of miles traveled by each—				
Pitts., Cin'ti and St. Louis				43.41
Little Miami Division.....				26.87
Entire line				34.24
Average amount received for each—				
Pitts., Cin'ti and St. Louis.....				\$1 17.75
Little Miami Division				64.14
Entire line				88.03
Average amount <i>per mile</i> received for each—				
Pitts., Cin'ti and St. Louis				\$0 02.712
Little Miami Division.....				02.387
Entire line				02.571

Freight.

Tons carried—				
	Local.	Through.	Totals.	
Pitts., Cin'ti and St. Louis	873,828	555,600	1,429,428	
Little Miami Division.....	344,126	172,456	516,582	1,946,010
Average tons in each loaded car per trip.....				6 to 8

Total movement, or tons carried one mile—

Pitts., Cin'ti and St. Louis.....	196,425,559	
Little Miami Division	40,004,111	
	<hr/>	236,429,670

Average amount received for each ton—

Pitts., Cin'ti and St. Louis	\$1 59.53
Little Miami Division	1 33.68
Entire line.....	1 55.52

Average amount per mile received for each ton—

Pitts., Cin'ti and St. Louis.....	\$0 01.161
Little Miami Division	01.702
Entire line.....	01.257

TONNAGE CLASSIFIED.

	P. C. and St. L.	L. M. Div.	Total.	Per cent.
Coal.....	440,798	115,750	556,548	28.6
Stone, lime, sand, etc.....	36,180	10,346	46,526	2.4
Petroleum	3,189	954	4,143	.2
Ores.....	17,255	298	17,553	.9
Pig and bloom iron.....	19,079	8,818	27,897	1.4
Railroad iron (iron and steel rails).....	3,747	437	4,184	.2
Other iron and castings	48,405	11,574	59,979	3.1
Lumber and other forest products.....	36,427	46,564	82,991	4.3
Live stock.....	157,296	65,960	223,256	11.5
Grain	180,234	38,452	218,686	11.1
Other agricultural products	73,870	21,439	95,309	4.9
Flour.....	66,243	18,587	84,830	4.4
Provisions (beef, pork, lard, etc.).....	74,557	26,353	100,910	5.2
Manufactures, including agricultural imple- ments	103,757	74,998	178,755	9.2
Merchandise	163,996	69,355	233,351	12.0
Miscellaneous	4,395	6,697	11,092	.6
Total tonnage yielding revenue.....	1,429,428	516,582	1,946,010	100
Supplies for Company's use.....	145,002	39,831	184,833	

EARNINGS, OPERATING EXPENSES, Etc., FOR YEAR ENDING JUNE 30.

EARNINGS.

From passenger transportation—

	Local.	Through.	Total.	
Pitts., Cin'ti and St. Louis.....	\$401,812 00	\$385,285 37	\$787,097 37	
Little Miami Div.....	283,783 92	249,595 43	533,379 35	
			<hr/>	\$1,320,476 72

From freight transportation—

Pitts., Cin'ti and St. Louis.....	\$1,441,399 52	\$239,066 65	\$2,280,466 17	
Little Miami Div.....	490,634 25	199,932 75	690,567 00	
			<hr/>	2,971,033 17

From mail service—

Pitts., Cin'ti and St. Louis	\$33,600 00	
Little Miami Div.....	23,518 58	
	<hr/>	57,118 58

Operating expenses—

[Pitts., Cin'ti and St. Louis	\$12,323 24	proportion for Ohio.....	\$1,959,503 17
Little Miami Div.....	5,519 50	.....	1,058,088 78
Average for line].....	8,991 86	.....	3,146,251 81

Net earnings—

[Pitts., Cin'ti and St. Louis	\$4,085 92	.....	\$646,392 54
Little Miami Div.....	1,495 31	.....	286,650 67
Average for line].....	2,805 32	.....	981,581 47

OTHER RECEIPTS AND PAYMENTS WITHIN THE YEAR.

RECEIPTS OTHER THAN EARNINGS.

Payments on capital stock.....	\$3,550 00	
Increase of floating debt (net)	483,726 26	
	<hr/>	\$487,276 26

PAYMENTS OTHER THAN OPERATING EXPENSES.

Interest on bonds.....	\$582,290 00	
on floating debt	124,815 84	
Bonds of the Company canceled.....	2,450 00	
Rental of the Little Miami Div.....	710,799 62	
Construction of new work.....	73,939 31	
Additional equipment	2,309 14	
Additional real estate	12,804 60	
Miscellaneous	89,616 71	
	<hr/>	\$1,599,025 22

GENERAL BALANCE SHEET, JULY 1, 1875.

Taken after making all proper entries affecting or pertaining to the business and transactions of the line and company to date.

LIABILITIES.

Capital stock.....	\$8,437,300 00	
Funded debt	15,098,060 99	
Value of supplies, etc., received with leased roads.....	1,409,662 40	
Amount due other companies.....	835,169 98	
Due for current expenditures in June and prior thereto....	468,847 76	
Miscellaneous	2,543,896 69	
	<hr/>	\$28,702,928 52

ASSETS.

Cost of Pitts., Cin'ti and St. Louis Railway, equipment, etc.	\$19,787,834 96	
Cost of additions and improvements to leased roads	984,222 87	
Supplies on hand.....	336,289 46	
Cash on hand.....	61,603 57	
Amount due by station agents and conductors.....	96,391 32	
by other companies.....	911,873 22	
Miscellaneous	1,489,916 09	
Balance	5,034,697 03	
	<hr/>	\$28,702,928 52

CASUALTIES TO PERSONS IN OHIO.

Statement for the year ending June 30 of all accidents resulting in injuries to persons, giving extent and cause thereof:

PITTSBURGH, CINCINNATI AND ST. LOUIS DIVISION.

July 12, 1874. Albert Packard, brakeman, one mile east of Union: injured; fell from top of car and fractured arm; caused by brake giving way. Cause beyond his control.

July 29, 1874. Reuben Morgan, Dennison yard: instantly killed; sitting on track intoxicated; run over by freight train. J. L. Smith, Strasburg, Tuscarawas county, coroner. Verdict of jury: "Run over by train No. 52; he was no doubt intoxicated."

August 20, 1874. James Athey, residence and occupation unknown, near Hanover: killed; run over by freight train; was intoxicated at the time. J. E. Rankin, Newark, coroner. Verdict: "Accidentally run over by first section No. 24, west bound."

September 12, 1874. Unknown person, near Summit: found dead and entangled in the trucks of freight train No. 25; supposed to have been stealing a ride, and his death his own fault. Inquest held: J. E. Rankin, Newark, coroner; verdict given in accordance with the facts.

September 25, 1874. Mrs. Kimble, resident of Stenbenville: killed; walking on track; run over by unknown train. No inquest.

September 29, 1874. Christopher Linn, occupation unknown, between Columbus and Alum Creek: killed; threw himself on track in front of engine. Coroner, P. A. Egan, Columbus. Verdict: "Came to his death by throwing himself on the railroad track in front of engine 47, P. H. R.R."

October 9, 1874. William Criswell, engineer, Lock 17: injured; jumped off of engine to platform; fell with leg under train; amputation required. Want of caution.

October 10, 1874. Merriman Cole, Union Port: injured; crossing track in buggy; run into by hand-car; collar-bone broken.

October 14, 1874. Frank Allen, bridge-carpenter, Fairview: killed; climbed to top of freight car; fell off and was run over. Want of caution. J. S. McBean, Cadiz, coroner: verdict, accidental death.

October 16, 1874. Mrs. Mary Goff, Frazeysburg: killed by train No. 10; was walking on track. Wm. H. Shaffer, J. P., acting coroner; verdict in accordance with the facts.

October 21, 1874. James Barker, engineer, Newark yard: killed; standing on track; run over by freight train. Want of caution. J. E. Rankin, coroner; verdict in accordance with the facts.

November 3, 1874. Wm. Goodman, brakeman, Dennison yard: killed; fell off tender and was run over. Want of caution. J. H. Mozena, J. P., Ulrichsville; verdict, "Accidentally run over."

November 15, 1874. George Mahaney, Philadelphia Roads: killed; lying on track and run over. J. S. McBean, Cadiz, coroner: verdict, "Accidental death."

December 14, 1874. John Frazee, deaf and dumb boy, near Big Walnut: severely injured; walking on track; struck by passenger train and thrown down bank.

January 7, 1875. Jos. Newton, machinist, Dennison: killed; standing on track and run over by yard engine. Coroner, T. McCormack, Dennison; verdict, "Accidental death."

January 8, 1875. Wm. M. Smith, freight brakeman, near West Lafayette: fatally injured; struck by cattle-guard while hanging off of freight car, and was knocked under train; leg badly crushed, and amputated, from which he died. Want of caution. No inquest.

January 22, 1875. Lewis Gram, brakeman, Summit: killed; crushed between cars while making coupling. Want of caution. T. J. Hahn, J. P., Pataskala: verdict in accordance with the above.

February 1, 1875. Thomas King, brakeman, Miller's Station: killed by caboose being thrown over embankment. Cause beyond his control. No inquest.

February 1, 1875. Thomas Newman: fatally injured; same accident; was stealing a ride in caboose: injured internally. No inquest.

February 19, 1875. Harvey Mann, passenger, Mingo Junction: fatally injured; received deep wound in head by train being thrown over bank; died from effects. Cause beyond his control. No inquest.

March 2, 1875. W. F. Bonhani, brakeman, Dresden Junction: killed while coupling cars. Want of caution. J. S. Crane, J. P., Dresden; verdict, "No one to blame."

March 9, 1875. Chris. Schumaker, track watchman, Dresden Junction: killed; in crossing bridge over canal at night fell between ties, and was getting out when train struck him. Want of caution. J. S. Crane, J. P., Dresden; verdict in accordance with facts; no blame attached to engineer.

March 29, 1875. James Harkness, Steubenville: killed; run over by train. Samuel Stephens, Steubenville, coroner: verdict, "Accidental death."

April 16, 1875. W. F. McGonigle, brakeman, Bloomfield: instantly killed; fell under train. Want of caution. No inquest.

April 26, 1875. ——— McJilton, unknown: killed while crossing Alum Creek bridge; fell as he was leaving bridge; train struck him. Verdict in accordance with the facts; no blame attached to engineer. P. A. Egan, coroner, Columbus.

May 29, 1875. James Cochran, brakeman, New Market: fatally injured; run over by train. Want of caution. No inquest.

LITTLE MIAMI DIVISION.

July 8, 1874. C. Concklin, engine wiper, Xenia: killed; not on duty; drunk; fell on track and run over. Misconduct.

July 31, 1874. Unknown man, near Columbus, found dead on track. Cause unknown.

October 7, 1874. Unknown man, tramp, near Cedarville: injured; arm crushed trying to get on train in motion.

October 24, 1874. Henry Chrissman, passenger, Corwin: injured; drunk; leg crushed while trying to get on moving train. Want of caution.

November 25, 1874. J. Lamtinkle, Morrow: killed by train while walking on track drunk.

December 17, 1874. James Mullins, brakeman, London: killed; tried to get on moving train; fell under cars. Want of caution.

June 14, 1875. James Smith, yard brakeman, Cincinnati: killed; slipped and fell under cars while coupling. Want of caution.

June 19, 1875. David Allen, yard brakeman, Columbus: injured; leg crushed; fell under moving train. Want of caution.

RECAPITULATION.

Killed—Passengers—from causes beyond their control.....	1
Employés—from causes beyond their control.....	1
misconduct or want of caution	13
	<hr/>
Others—stealing rides	2
trespassing, on track, etc.....	10
	<hr/>
	14
	<hr/>
Total killed	12

Injured—Pasengers—from misconduct or want of caution	1	
Employés—from causes beyond their control	1	
misconduct or want of caution	2	
Others—at stations and highway crossings	2	3
trespassing, on track, etc	1	
		3
Total injured		7

OFFICERS.

Directors—Thomas A. Scott	Philadelphia, Pa.	✓
George B. Roberts	“	
Josiah Bacon	“	
Wistar Morris	“	
Strickland Kneass	“	
H. H. Houston	“	
Thomas L. Jewett	“	
J. N. McCullough	Pittsburgh, Pa.	
William Thaw	“	
Robert Sherrard, Jr	New York City.	
David S. Gray	Columbus, Ohio.	
Geo. W. Adams	Dresden, “	
Alfred Gaither	Cincinnati, “	
President, Thomas A. Scott	Philadelphia, Pa.	
Second Vice-President, William Thaw	Pittsburgh, Pa.	•
Third Vice-President, J. N. McCullough	“	
Comptroller, Thomas D. Messler	“	
Acting Auditor, Jno. W. Renner	“	
Secretary, W. H. Barnes	“	
Treasurer, M. C. Spencer	“	
General Counsel, Jno. Scott	“	
General Manager, D. W. Caldwell	Columbus, Ohio.	
Chief Engineer, M. J. Becker	“	
General Ticket Agent, W. L. O'Brien	“	
General Freight Agent, Wm. Stewart	Pittsburgh, Pa.	
General Purchasing Agent, Wm Mullins	“	
General Baggage Agent, J. S. Shackelford	Columbus, Ohio.	

State of Pennsylvania, County of Allegheny, ss:

Thos. D. Messler, Comptroller of the Pittsburgh, Cincinnati and St. Louis Railway Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1875.

[Signed]

THOS. D. MESSLER, *Comptroller.*

Subscribed and sworn to before me, this 7th day of September, A.D. 1875.

[Seal.]

FRANK SEMPLE, *Notary Public.*

PITTSBURGH, FT. WAYNE AND CHICAGO RAILWAY COMPANY.

[ROAD OPERATED BY PENNSYLVANIA COMPANY.]

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized.....	\$23,814,285 71
Amount issued	23,814,285 71
Par value of shares.....	\$100
Amount paid in—common	19,714,285 71
guaranteed special	4,100,000 00
Total paid in.....	\$23,814,285 71
Average amount paid in per mile (468.30)	\$50,852 63
Proportion for Ohio (251.70 miles).....	12,799,606 97
Stockholders, residents of Ohio, 163.	
Amount of stock held by them June 30, 1875	3,038,100 00
Location of transfer offices out of this State: Pittsburgh and New York.	
Number of shares transferred within the year at such agency, 55,008.	

DEBT.

First mortgage 7 per cent. bonds, due July 12, 1912	\$5,250,000 00
Second mortgage 7 “ “	5,160,000 00
Third mortgage 7 “ “	2,000,000 00
Construction 7 “ January 1, 1887.....	100,000 00
Equipment 7 “ March 1, 1884.....	1,000,000 00
Ohio and Pennsylvania Railroad bridge 7 per cent. bonds, due May 1, 1876	25,000 00
Amount of funded debt.....	\$13,535,000 00
Decrease since June 30, 1874	\$2,500 00
Amount of sinking fund in hands of trustees for redemption	1,618,080 31
Decrease of debt not secured by mortgage since June 30, 1874	14,229 62
Decrease of funded and floating debt since June 30, 1874...	16,729 62
Average amount of debt per mile	28,902 41
Proportion for Ohio	7,274,666 12
Total of paid-in stock and debt	\$37,250,285 71
Total average amount per mile.....	79,755 04
Proportion for Ohio	20,074,273 09

COST OF ROAD, EQUIPMENT, ETC.

CONSTRUCTION OF ROAD.

Cost of original purchase	\$18,910,000 00
Cost of construction and equipment since purchase	10,208,589 20
Total cost of road and equipment	\$29,118,589 20
Average cost per mile	\$62,179 35
Proportion for Ohio	15,650,542 40

CHARACTERISTICS, ETC.

LINE OWNED BY COMPANY—MILES.

	Length.	In Ohio.
Single main track—Pittsburgh to Chicago	468.30	251.70
Double main track	57.10	.....
Aggregate of sidings and other tracks	131.50	57.60
Total length of rail, computed as single track	656.90	309.30

Length in Ohio, distributed as follows:

County.	Main track.	Sidings, etc.	Total.
Columbiana	23.734	4.824	28.558
Mahoning	10.205	1.908	12.113
Stark	35.016	13.766	48.782
Wayne	30.873	5.737	36.610
Holmes	7.151	.862	8.013
Ashland	8.127	2.205	10.332
Richland	24.149	4.972	29.121
Crawford	20.418	10.455	30.873
Van Wert	25.580	2.812	28.392
Allen	25.935	4.712	30.647
Hardin	20.232	2.502	22.734
Wyandot	20.280	2.845	23.125
Totals	251.70	57.60	309.30
Laid with steel rail	95.72	.....	95.72

Miles of steel rail in use, entire line, 136.04.

Weight of rail per yard on main track, 60 lbs.; gauge of track, 57½ inches.

Road in Ohio all ballasted with gravel.

BRIDGES, TRETTLES, ETC., IN OHIO.

Wood bridges, 36; greatest age, 13 years; aggregate length, 3,104 feet.

Iron,	31;	"	13	"	"	2,397	"
Stone,	13;	"	"	"	"	327	"
							5,828 feet.

Bridges built within the year ending June 30, included in the above, as follows:

Location.	Construction.	Material.	Length—feet
Newman's Creek	Riveted plate-girders	Iron	43. "
Lost Creek	Riveted through bridge	"	54.5 "
Henry Run	Riveted plate-girders	"	43. "

Trestles, 7; aggregate length, 257 feet.

FENCING.

Miles built by the company (total cost \$200,928), 453.

The road is all fenced except through cities.

Miles of telegraph owned by company, 465.80; in Ohio, 252.21.

ROLLING STOCK—OWNED BY COMPANY.

Locomotives, with tenders.....	273:	average weight (in working order)	60,000 lbs.
Express and baggage cars	55:	"	30,000 "
Passenger cars	131:	"	48,000 "
Freight cars.....	5,155:	"	20,000 "
Other cars	59:	"	20,000 "

RECEIPTS AND EXPENDITURES FOR YEAR ENDING JUNE 30.

RECEIPTS.

Lessee, for rent of road.....	\$1,667,000 00
interest on bonds, etc.....	955,700 00
expense of organization	10,000 00
sinking fund	104,100 00
taxes on stock and bonds, and transfer and registrar	23,765 03
	<hr/> \$2,760,565 03

EXPENDITURES.

Interest on bonds.....	\$955,700 00
Dividends, rate 7 per cent. on guaranteed special stock.....	287,000 00
(Date of last dividend declared on guaranteed special stock June 30, 1875.)	
Dividends, rate 7 per cent. on common stock.....	\$1,380,000 00
(Date of last dividends declared on common stock, June 30, 1875.)	
Bonds of the company canceled.....	2,500 00
Floating debt liquidated	14,229 62
Applied to sinking fund	104,100 00
Taxes on capital stock and bonds	14,765 03
General expenses of organization, transfer and registrar	19,000 00
	<hr/> \$2,777,294 65

GENERAL BALANCE SHEET, JULY 1, 1875.

LIABILITIES.

Capital stock	\$23,814,285 71
Funded debt.....	13,535,000 00
Miscellaneous liabilities	116,009 94
Due other companies	1,932 84
Balance to credit of income account.....	2,999,527 55
	<hr/> \$40,466,756 04

ASSETS.

Cost of railway, equipment, structures, etc.....	\$29,118,589 20
Stock of supplies	468,724 84
Sinking fund, first and second mortgage bonds.....	1,469,715 10
Assets in hands of trustees of sinking fund	123,270 23
" " " Ohio and Penn. bridge bonds	25,034 98
" " Winslow, Lanier & Co., New York, to pay dividends and interest on bonds.....	203,109 46

Cash	\$63,405 85
F. M. Hutchinson, Treasurer.....	83,766 53
Due from other companies.....	16,643 20
Bills receivable	181,654 30
Indianapolis and St. Louis Railroad Co., lease account....	94,916 66
J. F. D. Lanier, Chairman Finance Committee.....	8,214,285 71
Bonds and stock New Jersey Stock-yards and Market Co..	80,000 00
Bonds Lawrence Railroad Company.....	27,000 00
Stock of Pittsburgh, Ft. Wayne and Chicago R'y Co.....	12,531 38
Pittsburgh Grain-elevator stock.....	8,750 00
Illinois and Southern Iowa Railroad bonds account	7,698 60
Stock of Union Stock-yards and Transit Company.....	3,000 00
Indianapolis and St. Louis Railroad Company ...	5,000 00
Massillon and Cleveland Railroad Company	61,750 00
Lawrence Railroad stock account.....	197,850 00
	<hr/> \$40,466,756 04

OFFICERS.

Directors—G. W. Cass.....	New York City and Pittsburgh, Pa.
J. F. D. Lanier	“
Louis H. Meyer	“
Samuel J. Tilden.....	“
Springer Harbaugh.....	Pittsburgh, Pennsylvania.
Kent Jarvis.....	Massillon, Ohio.
R. R. Springer	Cincinnati, “
W. B. Ogden.....	Chicago, Illinois.
Thomas A. Scott.....	Philadelphia, Pennsylvania.
Pliny Hoagland.....	Ft. Wayne, Indiana.
Jesse L. Williams	“ “
John Sherman	Mansfield, Ohio.
John N. McCullough	Pittsburgh, Pennsylvania.
President, G. W. Cass.....	New York City and Pittsburgh, Pa.
Treasurer and Secretary, F. M. Hutchinson	Pittsburgh, Pennsylvania.

State, County, and City of New York :

George W. Cass, President of the Pittsburgh, Ft. Wayne and Chicago Railway Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of lessee of road of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1875, to the best of his knowledge and belief.

[Signed]

GEORGE W. CASS, *President.*

Subscribed and sworn to before me, this 3d day of September, A.D. 1875.

[SEAL.]

GEORGE FOLLETT, (45) *Notary Public.*

REPORT OF PENNSYLVANIA COMPANY, LESSEE.

OPERATED UNDER LEASE—EMBRACED IN THIS REPORT.

	Length.	In Ohio.
Pittsburgh, Ft. Wayne and Chicago Railway, single main track...	468.30	251.70
Double track	57.10	.....
Sidings and other tracks	131.50	57.60
Total.....	656.90	309.30

CHARACTERISTICS, ETC.

STATIONS, ETC.

Passenger and freight—entire line	134	In Ohio, 50
Water and fuel—entire line.....	52	“ 27
Telegraph offices in stations—entire line	56	“ 23

RAILROADS CROSSED AT GRADE IN OHIO.

Niles and New Lisbon—Leetonia.

Cleveland and Pittsburgh—Alliance.

Cleveland, Tuscarawas Valley and Wheeling—Massillon.

Cleveland, Mt. Vernon and Delaware—Orrville.

Atlantic and Great Western—Mansfield.

Lake Erie Division Baltimore and Ohio—Mansfield.

Cleveland, Columbus, Cincinnati and Indianapolis—Crestline.

Cincinnati, Sandusky and Cleveland—Forest.

Dayton and Michigan—Lima.

Do all trains on your road stop at these crossings? Yes.

Are flagmen stationed at each? Yes.

Are your time-tables arranged to secure running connections with roads named? Not in all cases.

Number of highways crossed at grade in Ohio, 564.

Miles of telegraph on line of road, 465.80; in Ohio, 252.21.

Number of telegraph stations operated by company, 56; in Ohio, 23.

Number operated jointly with telegraph company, 56; in Ohio, 23.

ROLLING STOCK.

Locomotives, with tenders.....	278; average weight (in working order)	100,000 lbs.
Express and baggage cars.....	55; “	30,000 “
Passenger cars.....	131; “	48,000 “
Drawing-room and sleeping cars	26; “	
Freight cars.....	5,155; “	20,000 “
Other cars.....	59; “	20,000 “

Locomotives and tenders, 5, owned by lessee, included above.

Drawing-room and sleeping cars, 26; owned by Pullman Palace Car Company.

State terms of service: Engines, 8 per cent. per annum on cost; Pullman Palace cars, the company to keep up repairs, exclusive of the upholstery and bedding.

Average number of cars (including baggage cars) in passenger trains 7

Average number of cars in freight trains 20

Kind of brake in use on passenger cars: Westinghouse air-brake.

Method of bridging between passenger cars, when two or more are run in trains: Adjustable board.

Are all cars run on your road heated and lighted as prescribed by act passed May 4, 1869 (66 Ohio Laws, 94)? Yes.

State method of heating passenger, sleeping, parlor, and drawing-room cars run on your road: Passenger cars, Drripp's safety stoves; sleeping, parlor, and drawing-room cars, Baker's heaters.

Means of lighting same: Passenger cars, candles; sleeping, parlor, and drawing-room cars, lard oil lamps.

Number of persons employed by company, 5,350; proportion for Ohio, 1,745.

SPEED OF TRAINS—MILES PER HOUR.

Express passenger—highest rate allowed....	Not limited; average, including stops....	27
Mail and accommodation.....	Not limited; “ “ “ “	21
Freight trains.....	15; “ “ “ “	11

RATES FOR TRANSPORTATION.

PASSENGERS.

Fare charged per mile:

	Highest.	Lowest.
For the shortest distance carried.....	5 cents.	5 cents.
more than 8 and less than 30 miles	3 “	3 “
more than 30 miles and less than entire length of main road in Ohio	3 “	3 “
through passengers	2 “	1 “

Is there an addition to ticket rates if fare is paid on trains? No.

Amount charged in addition to regular fares in sleeping or other cars run on your road: Berth, \$2.50; section, \$5.00; state-room, \$5.00.

FREIGHT.

Rate charged per ton per mile:

	Highest.	Lowest.
For the shortest distance carried (5 miles)	26 cents.	9 cents.
more than 5 and less than 30 miles.....	5 “	3.33 “
more than 30 miles and less than entire length of main road		
in Ohio.....	4.32 “	1.44 “
through freight.....	2 “	1. “

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road? Adams Express Company.

State terms: \$457.50 per day.

What freight, transportation, and other special lines run on your road? Union Line, owned by the Pennsylvania Company, operating this road.

State terms as to rates, use of track, machinery, repair of cars, etc., with each: The Union Line are to establish and maintain, at their own expense, independent and efficient agencies in the principal cities of the East and West, and generally to coöperate with the officers of the company to establish the line in public favor; furnish their own cars and keep them in repair, subject to the approval of the car inspector of the railway company; pay all expenses, including loss and damage of freight, connected with the shipment and delivery of freight, and pay to the railway company certain specific rates, which rates are based upon an average of prevailing rates charged by the railway com-

pany for similar freight. The railway company to pay to the Union Line three mills per ton per mile for the use of their cars, and have a general supervision of the rates and business.

Name and post-office address of the principal agent or officer in Ohio: D. S. Gray, Western Manager, Columbus.

DOINGS OF THE YEAR ENDING JUNE 30.

RAIL LAID—MILES.

Rerolled iron—weight, 60 lbs. per yard (in Ohio).....	34,704	
Steel—weight, 60 lbs. per yard (in Ohio).....	74,337	
	<hr/>	109,041

FENCING IN OHIO.

Rebuilt (cost 90 cents per rod), 23 miles.

LOCOMOTIVE AND CAR MILEAGE.

Locomotives.

Hauling passenger trains	1,663,187	
freight trains	4,967,282	
mixed trains (included in freight).....		
construction and other trains	259,980	
	<hr/>	6,890,449

Cars.

Passenger	5,352,947	
Express and baggage	2,572,928	
Freight	54,197,867	
Caboose	3,782,976	
Empty cars	13,052,357	
	<hr/>	78,959,075

AMOUNT PAID FOR LOSS, DAMAGES, ETC.

For loss and damage of goods and baggage		\$24,300 14
For injuries in Ohio, fatal and non-fatal:		
To passengers	\$1,346 82	
To employés	550 00	
	<hr/>	\$1,896 82
For animals killed in Ohio:		
18 horses.....	\$440 00	
1 mule	30 00	
96 cattle	1,955 50	
59 sheep.....	138 00	
13 hogs	12 50	
	<hr/>	\$2,576 00

Amount claimed, unsettled, and in litigation for injuries in Ohio to persons: Nothing.

FUEL CONSUMED.

Wood, 40,389½ cords; cost, \$94,104.71. Coal, 167,746 678-100 tons; cost, \$347,211.21.

TRANSPORTATION.

Passengers.

Number carried—local.....	2,133,866	
through	110,816	
	<hr/>	2,244,682

Average number carried in each car per trip	30
Total mileage, or number carried one mile	89,719,293
Average number of miles traveled by each	39.97
Average amount received for each	\$0 98.38
Average amount <i>per mile</i> received for each	02.46

Freight.

Tons carried—local	1,547,108	
through	794,344	
	<hr/>	2,341,452
Average tons in each loaded car per trip		5
Total movement, or tons carried one mile		452,561,295
Average amount received for each ton		\$2 29.373
Average amount <i>per mile</i> received for each		01.187

TONNAGE CLASSIFIED.

	Tons.	Per cent.
Coal and coke	563,332	24.06
Stone, lime, sand, etc	126,690	5.41
Petroleum	12,267	.52
Ores	65,394	2.79
Pig and bloom iron	188,789	8.06
Railroad iron (iron and steel rails)	16,597	.71
Other iron and castings	96,345	4.12
Lumber and other forest products	178,427	7.62
Live stock	242,468	10.36
Grain	160,419	6.85
Other agricultural products	55,643	2.38
Flour	79,968	3.41
Provisions (beef, pork, lard, etc.)	133,727	5.71
Manufactures, including agricultural implements	188,739	8.06
Merchandise	174,691	7.46
Miscellaneous	57,956	2.48
	<hr/>	<hr/>
Total tonnage yielding revenue	2,341,452	100
Supplies for company's use	155,836	

EARNINGS, OPERATING EXPENSES, Etc., FOR YEAR ENDING JUNE 30.

EARNINGS.

Passenger transportation—local	\$1,364,910	24
through	843,492	31
	<hr/>	\$2,208,402 55
Freight transportation—local	\$2,483,699	47
through	2,886,960	33
	<hr/>	5,370,659 80
Mail service		140,850 00
Express service		149,301 00
All other sources of income, including rents, etc		122,673 87
	<hr/>	<hr/>
Total earnings		\$7,991,887 22

OPERATING EXPENSES.

Maintenance of way and structures	\$998,841 06
Maintenance of cars.....	521,032 81
Motive power	1,293,128 80
Conducting transportation.....	1,464,520 24
General expenses—	
Taxes—Ohio	\$242,505 76
Pennsylvania.....	15,860 91
Indiana	64,599 31
Illinois	14,500 49
Salaries	65,254 21
Other general expenses of operating.....	16,505 06
	<u>\$419,225 74</u>
Total operating expenses, being 58.77 per cent. of earnings.	<u>\$4,696,748 65</u>
Net earnings	<u>\$3,295,138 57</u>

AMOUNTS PER MILE (468.30) OPERATED.

Earnings.....	\$17,065 74; proportion for Ohio (251.70 miles).....	\$4,295,446 75
Operating expenses..	10,020 36;	2,524,389 91
Net earnings.....	7,036 38;	1,771,056 84

PAYMENTS OTHER THAN OPERATING EXPENSES.

Pittsburgh, Ft. Wayne and Chicago R'y Company, as rental	\$2,760,565 03
Construction of new work.....	*208,803 06
Additional equipment	*883 45
Additional real estate.....	*25,300 00
	<u>\$2,995,551 54</u>

CASUALTIES TO PERSONS IN OHIO.

Statement for the year ending June 30 of all accidents resulting in injuries to persons, giving extent and cause thereof:

July 3, 1874. Mrs. Agathwaite, passenger, Leetonia: injured; was drunk and jumped off train in motion: arm and shoulder bruised. Want of caution.

July 12, 1874. H. Andrews, Massillon: injured; drunk and sitting on track; struck by freight train; badly bruised.

July 22, 1874. G. Haltinger, Wooster: found on track with wound in head, under influence of liquor.

July 20, 1874. T. Shane, Ada: killed; walking on track, struck by engine. Company exonerated from all blame; coroner, S. Auspoch.

August 5, 1874. D. R. Collins, Delphos: supposed to have been killed by train No. 16. Company not to blame; coroner, H. Weibler.

August 26, 1874. E. Bowers, Lafayette: injured; tried to drive across track in front of train No. 2; shoulder dislocated.

September 6, 1874. Master Cain, Sandusky: killed; struck by engine No. 199.

September 18, 1874. T. Lairy, Ada: killed; lying along side of track drunk. Company exonerated; coroner, S. Auspoch.

* Cost paid out of earnings of lessee.

September 26, 1874. J. C. Taylor, New Waterford: fatally injured; attempted to get on freight train, fell and was run over; died.

September 28, 1874. H. Piper, passenger, Canton: jumped off train in motion: was slightly bruised. Want of caution.

October 11, 1874. F. Gardner, fireman, Newman: jumped from engine which was thrown from track by horse falling into culvert; slightly injured. Cause beyond control.

October 11, 1874. W. B. Martin, brakeman, Lucas: struck and killed by overhead bridge. Want of caution.

October 11, 1874. J. C. Jones, brakeman, Leetonia: two sections of freight train coming together: injured; feet caught between cars. Cause beyond control.

October 11, 1874. W. Yarnan, brakeman, Mansfield: finger caught in cutting train. Want of caution.

November 4, 1874. Jno. Abney, Alliance: sleeping on track; hand crushed.

November 5, 1874. Jno. Phipps, brakeman, Ada: injured coupling cars; shoulder hurt. Want of caution.

November 5, 1874. J. Cartwright, brakeman, Delphos: injured coupling cars; thumb cut off. Want of caution.

November 6, 1874. F. Knight, brakeman, Mansfield: fell between cars; died. Want of caution.

November 25, 1874. F. Meyers, brakeman, Wooster: coupling cars, hand mashed. Want of caution.

December 4, 1874. A. Koch, Strasburg: struck by train while sitting on track drunk; badly bruised.

December 5, 1874. T. Kelly, Fairview: killed: struck by train while sitting on track drunk.

December 7, 1874. M. Jaques, freight conductor, Massillon: coupling cars, thumb taken off. Want of caution.

December 23, 1874. W. Hamlin, brakeman, Alliance: coupling cars, finger taken off. Want of caution.

December 29, 1874. L. Arnold, Dunkirk: injured; struck by train No. 1.

January 4, 1875. T. Maloy, Leetonia: fatally injured; fell under cars of ore, resulting in death same day.

January 8, 1875. J. A. Stanb, freight conductor, Mansfield: injured coupling cars; hand caught. Want of caution.

January 23, 1875. J. Haberdeer, laborer, Strasburg: attempted to get on moving train: head and body injured. Want of caution.

February 10, 1875. J. Wagner, brakeman, Mansfield: injured coupling cars; fingers crushed. Want of caution.

February 15, 1875. J. Norris, Ada: killed; attempted to cross track in front of train, struck by engine. Coroner, P. W. Stumm.

February 16, 1875. D. Deerdough, Massillon: injured; struck by train while walking on track; arm broken in two places.

February 20, 1875. A. Moore, brakeman, Alliance: slightly injured by colliding of two engines. Cause beyond his control.

February 26, 1875. F. Bazath, brakeman, Orrville: injured coupling cars; arm crushed and head cut. Want of caution.

March 5, 1875. B. Joseph, engineer, Wooster: injured; engine left track at misplaced switch; cut about head. Cause beyond his control.

March 24, 1875. G. W. Lewis, brakeman, Mansfield: injured; fell off train; head slightly hurt. Want of caution.

March 29, 1875. Mrs. Cummings, Massillon: slightly injured; walking on track, struck by engine.

April 20, 1875. A. McConahy, brakeman, Van Wert: injured coupling cars; thumb and finger badly mashed. Want of caution.

April 22, 1875. T. Gibson, brakeman, Crestline: slightly injured coupling cars, caught between them. Want of caution.

April 28, 1875. O. B. Wise, brakeman, Mansfield: coupling cars, fingers crushed. Want of caution.

May 29, 1875. C. Wenzel, Massillon: killed: standing on track, struck by switching engine.

June 1, 1875. A. D. Douglass, brakeman, Lakeville: injured: tried to get on engine, had his toes run over. Want of caution.

RECAPITULATION.

Killed—Passengers	None.	
Employés—from want of caution.....		2
Others—at stations and highway crossings.....	1	
stealing ride	1	
tresspassing, on track, etc.....	7	
	<hr/>	9
Total		11
Injured—Passengers—from misconduct or want of caution		2
Employés—from causes beyond their control	4	
misconduct or want of caution.....	15	
	<hr/>	19
Other—at stations and highway crossings	1	
tresspassing, on track, etc.....	7	
	<hr/>	8
Total		29

OFFICERS OF LESSEE.

President.....	Thomas A. Scott.
First Vice-President	J. N. McCullough.
Second “	William Thaw.
General Manager	J. D. Layng.
General Counsel	Jno. Scott.
Comptroller	Thomas D. Messler.
Auditor	J. P. Farley.
Treasurer	W. H. Barnes.
Secretary	C. P. Mackie.
Cashier.....	J. P. Henderson.
Master Mechanic—Eastern Division	S. M. Cummings.
“ Western “	J. M. Born.
Chief Engineer.....	Felician Slataper.
General Ticket Agent	F. R. Myers.
General Freight Agent.....	William Stewart.
Purchasing Agent.....	William Mullins.

State of Pennsylvania, County of Allegheny, ss. :

THOS. D. MESSLER, Comptroller of the Pennsylvania Company, lessee of the Pittsburgh, Ft. Wayne and Chicago Railway, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1875.

[Signed]

THOS. D. MESSLER, *Comptroller.*

Subscribed and sworn to before me, this 26th day of August, A.D. 1875.

[SEAL.]

FRANK SEMPLE, *Notary Public.*

ROCKY RIVER RAILROAD COMPANY.

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized	\$20,000 00	
Amount issued	75,862 75	
Par value of shares	\$50	
Total paid in—common		\$75,862 75
Average amount paid in per mile (5.53).....	\$13,718 40	
Stockholders residents of Ohio, 33.		
Amount of stock held by them June 30, 1875.....	75,862 75	

DEBT.

Funded debt—1st mort. 7 per cent. bonds, due October 1, 1878	\$30,000 00	
Unfunded debt contracted for construction, equipment, etc.....	7,666 84	
Increase of unfunded debt since June 30, 1874	\$5,666 84	
Cash, securities, debit balance, etc., available to payment.....	1,592 98	
Total debt liabilities.....	37,666 84	
Average amount of debt per mile	6,811 36	
Total of paid-in stock and debt		\$113,529 59
Total average amount per mile.....	\$20,529 76	

COST OF ROAD, EQUIPMENT, Etc.

CONSTRUCTION OF ROAD.

Right of way and fencing.....	\$4,843 27	
Grading, masonry, bridging, and superstructure, including rails	86,762 85	
Stations, engine and car houses, machine shops, etc.....	4,937 87	
Interest and discount paid during construction.....	8,545 05	
Engineering, salaries, and other expenses paid during same pe- riod	1,795 29	
Total expenditures for construction		\$106,884 33
Average cost per mile, not including sidings	\$19,328 09	

EQUIPMENT.

Locomotives, 3	\$14,490 68	
Passenger, express, and baggage cars, 6.....	9,600 00	
Freight, construction and other cars, 2; machinery, hand-cars, tools, etc.....	195 96	
Total expended for equipment.....		24,286 64
Average amount per mile (5.53) operated.....	\$4,391 79	
Total for road and equipment.....		\$131,170 97

CHARACTERISTICS. ETC.

LINE OWNED BY COMPANY—MILES.

Single main track—Cleveland to Rocky River.....	5.53
Aggregate of sidings and other tracks .....	.36
Total length of rail, computed as single track	5.89
All in Cuyahoga county, Ohio.	
Weight of rail per yard on main track, 30 pounds; gauge of road, 56 inches.	
Road all ballasted with sand and gravel.	

FENCING.

Miles (single) built by company (total cost \$1,217.90).....	3
built within the year ending June 30, 1875 (cost per rod, \$1.50) .....	.25
required to inclose road (both sides)	5.25
State reason why not completed: Not required.	

STATIONS, ETC.

Passenger and freight	2
Water and fuel	3
Railroads crossed at grade: None.	
Number of highways crossed at grade, 8.	

ROLLING STOCK.

Locomotives.....	3; average weight (in working order) 14,000 lbs.
Passenger cars.....	6; lbs.
Other cars.....	2; lbs.

Kind of brake in use on passenger cars: Common hand and Nicholson's foot-brake.

Are all cars run on your road heated and lighted as prescribed by act passed May 4, 1869 (66 Ohio Laws, 94)? Yes.

State method of heating passenger cars run on your road: By coal stoves, well secured.

Means of lighting same: Candles.

Number of persons employed by company, 7.

SPEED OF TRAINS—MILES PER HOUR.

Passenger—highest rate allowed.....	20; average, including stops.....	12
-------------------------------------	-----------------------------------	----

RATES FOR TRANSPORTATION.

PASSENGERS.

Fare charged per mile:		
	Highest.	Lowest.
For the shortest distance carried (1 mile).....	5 cents.	4 cents.
through passengers	3.61 "	0.90 "
Is there an addition to ticket rates if fare is paid on train? No.		

DOINGS FOR THE YEAR ENDING JUNE 30.

LOCOMOTIVE AND CAR MILEAGE.

Locomotives.

Hauling passenger trains.....	34,122
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Cars.

Passenger	51,183
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AMOUNT PAID FOR LOSS, DAMAGES, ETC.

For animals killed, 1 horse	\$55 00
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FUEL CONSUMED.

Coal.....	259 $\frac{1}{4}$ tons; cost	\$1,036 22
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TRANSPORTATION.

Passengers.

Number carried.....	155,084
Average number carried in each car per trip	33.33
Total mileage, or number carried one mile	775,420
Average number of miles traveled by each	5
Average amount received for each.....	10 cents
Average amount per mile received for each	2 "

EARNINGS, OPERATING EXPENSES, Etc., FOR YEAR ENDING JUNE 30.

EARNINGS.

Passenger transportation	\$15,508 34
All other sources of income, including rents, etc.....	151 47
Total earnings.....	<u>\$15,659 81</u>

OPERATING EXPENSES.

Maintenance of way and structures	\$1,720 66
Maintenance of cars (repairs)	115 71
Motive power—fuel.....	\$1,036 22
repairing of engines	2,722 67
	<u>\$3,758 80</u>
Conducting transportation.....	5,159 24
General expenses—	
Taxes	\$580 61
Salaries and office expenses	1,273 70
Other general expenses of operating.....	618 20
	<u>2,472 51</u>
Total operating expenses, being 84.46 per cent. of earnings	<u>\$13,227 01</u>
Net earnings	<u>\$2,432 80</u>

AMOUNTS PER MILE (5.53) OPERATED.

Earnings.....	\$2,831 79
Operating expenses.....	2,391 86
Net earnings	439 93

OTHER RECEIPTS AND PAYMENTS WITHIN THE YEAR.

RECEIPTS OTHER THAN EARNINGS.

Sale of real estate.....	\$550 00
Increase of floating debt	5,666 84
	<u>\$6,216 84</u>

PAYMENTS OTHER THAN OPERATING EXPENSES.

Interest on bonds	\$3,600 00	
“ floating debt	575 94	
Construction of new work	430 26	
Additional equipment	4,490 68	
		\$9,096 88

GENERAL BALANCE SHEET, JULY 1, 1875,

Taken after making all proper entries affecting or pertaining to the business and transactions of the company to date.

LIABILITIES.

Capital stock	\$75,862 75	
Bonds	30,000 00	
Unfunded debt	7,666 84	
Profit and loss	19,234 36	
		\$132,763 95

ASSETS.

Construction	\$131,170 97	
Cash	1,592 98	
		\$132,763 95

OFFICERS.

Directors—Elias Sims	Cleveland, Ohio.
D. P. Rhodes	“
J. M. Coffinberry	“
Hiram Barrett	“
P. G. Watmough	“
Henry Lower	“
Geo. F. Marshall	“
President and Treasurer—Elias Sims	“
Secretary—Charles Pease	“
Superintendent—Geo. G. Mulhern	“

State of Ohio, County of Cuyahoga, ss :

Charles Pease, Secretary of the Rocky River Railroad Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1875.

[Signed]

CHAS. PEASE, *Secretary.*

Subscribed and sworn to before me, this 19th day of August, A.D. 1875.

[SEAL.]

J. C. HUTCHINS, *Notary Public.*

SANDUSKY, MANSFIELD AND NEWARK RAILROAD COMPANY.

[ROAD ALL IN OHIO—OPERATED BY BALTIMORE AND OHIO RAILROAD COMPANY.]

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized.....	\$1,110,000 00
Amount issued	1,043,665 00
Par value of shares.....	\$50 00
Total paid in.....	\$1,043,665 00
Increase since June 30, 1874.....	6,112 00
Average amount paid in per mile (116.25).....	8,977 76
Stockholders residents of Ohio: No record of number.	

DEBT.

First mortgage 7 per cent. bonds.....	\$2,301,000 00
Funded mortgage 7 per cent. bonds	400 00
Amount of funded debt.....	\$2,301,400 00
Decrease since June 30, 1874	\$5,100 00
Average amount of debt per mile.....	19,796 99
Total of paid-in stock and debt	\$3,345,065 00
Total average amount per mile.....	\$28,774 75

COST OF ROAD, EQUIPMENT, Etc.

CONSTRUCTION OF ROAD.

Total expenditures for construction	\$3,346,992 75
Average cost per mile, not including sidings	\$28,791 33

CHARACTERISTICS, Etc.

LINE OWNED BY COMPANY—MILES.

Single main track, Sandusky to Newark.....	116.25
Aggregate of sidings and other tracks	19.17
Total length of rail, computed as single track	135.42

All in Ohio, and distributed as follows:

County.	Main track.	Sidings, etc.	Total.
Erie.....	11.80	4.	15.80
Huron.....	22.75	2.26	25.01
Richland	43.95	7.13	51.08
Knox.....	23.45	2.43	25.88
Licking	14.30	3.35	17.65
Totals.....	116.25	19.17	135.42

Weight of rail per yard on main track, 60 and 64 lbs. Gauge of track, 57½ inches.

Road all ballasted—4 miles with stone, balance with gravel.

BRIDGES AND TRESTLES.

Wood bridges, 21; greatest age, 18 years; aggregate length	2,370 feet.
Iron “ 1; age, 4 “ length.....	86 “
	<u>2,456 feet.</u>
Trestles, 54; greatest age, 9 “ aggregate length.....	3,000 “

FENCING.

Miles built (single) by company.....	224
required to inclose road (both sides)	“

State reasons why not completed: All the balance has to be built by land-owners.

RECEIPTS AND EXPENDITURES FOR THE YEAR ENDING JUNE 30.

RECEIPTS.

Payments on capital stock	\$6,112 00
Lessee for rental	174,350 00
Interest on investments.....	2,475 25
All other sources of income for the year	18,539 19
	<u>\$201,476 44</u>

EXPENDITURES.

Interest on bonds.....	\$161,070 00
Dividends, rate 4 per cent. on stock	35,404 00
(Date of last dividend declared, April 1, 1875.)	
Bonds of the company canceled	5,100 00
General expenses of organization	5,183 78
	<u>\$206,757 78</u>

GENERAL BALANCE SHEET, JULY 1, 1875,

Taken after making all proper entries affecting or pertaining to the business and transactions of the company to date.

LIABILITIES.

Capital stock.....	\$1,043,665 00
Consolidated bonds.....	2,301,000 00
Funded bonds.....	400 00
Coupons unpaid	3,885 00
Due other railroads.....	764 22
Profit and loss.....	29,807 54
	<u>\$3,379,521 76</u>

ASSETS.

Railway property	\$3,346,992 75
Due from corporations.....	26,700 00
Cash on hand.....	3,222 79
Expense account	2,606 22
	<u>\$3,379,521 76</u>

OFFICERS.

Directors—W. G. Lane	Sandusky, Ohio.
A. H. Moss	“ ..
E. B. Sadler	“ ..
J. O. Moss	“ ..
Jno. Gardiner	Norwalk. ..
L. J. Tracy	Mansfield. ..
H. B. Curtis	Mt. Vernon. ..
W. C. Quincy	Columbus. ..
C. H. Kibler	Newark. ..
President, John Gardiner	Norwalk. ..
General Manager, W. C. Quincy	Columbus. ..
Treasurer and Secretary, J. O. Moss	Sandusky. ..

State of Ohio, County of Erie, ss :

J. O. Moss, Treasurer and Secretary of the Sandusky, Mansfield and Newark Railroad Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A D. 1875.

(Signed)

J. O. Moss, *Treasurer and Secretary.*

Subscribed and sworn to before me, this 28th day of September, A.D. 1875.

CHAS. CROSS, *J. F.*

REPORT OF BALTIMORE AND OHIO RAILROAD COMPANY, LESSEE.

OPERATED UNDER LEASE—EMBRACED IN THIS REPORT.

Sandusky, Mansfield and Newark Railroad, single main track	116.25 miles.
Sidings and other tracks	19.17 ..
Total	135.42 ..

STATIONS, ETC.

Passenger and freight	25
Water and fuel	14
Telegraph offices in stations	13

RAILROADS CROSSED AT GRADE.

Central Ohio—Newark.

Cleveland, Mt. Vernon and Delaware—Mt. Vernon.

Atlantic and Great Western—Mansfield.

Pittsburgh, Fort Wayne and Chicago—Mansfield.

Cleveland, Columbus, Cincinnati and Indianapolis—Shelby.

Lake Shore and Michigan Southern—Monroeville

“ “ “ 1½ miles south of Sandusky.

“ “ “ Sandusky.

Do all trains on your road stop at these crossings? Yes.

Are your time-tables arranged to secure running connections with roads named? As far as practicable.

Number of highways crossed at grade, 149.

Miles of telegraph on line of road, 116.25.

Number of telegraph stations operated by company, 11.

Number operated jointly with telegraph company, 2

ROLLING STOCK (OWNED BY LESSEE).

Locomotives, with tenders	35;	average weight, in working order	114,000 lbs.
Express and baggage cars	14;	“	“
Passenger cars	13;	“	“
Freight cars	684;	“	“

Average number of cars (including baggage cars) in passenger trains 5

Average number of cars in freight trains 20

Kind of brake in use on passenger cars: Loughbridge air-brake.

Method of bridging between passenger cars when two or more are run in trains:

Wooden platform secured by chain.

Are all cars run on your road heated and lighted as prescribed by act passed May 4, 1869 (66 Ohio Laws, 94)? Yes.

State method of heating passenger, sleeping, parlor and drawing-room cars run on your road: Passenger cars, by air-tight wood stoves; palace and parlor cars, by Baker's patent heater.

Means of lighting same: Candles.

Number of persons employed by company, 952.

SPEED OF TRAINS—MILES PER HOUR.

Express passenger—highest rate allowed....	35 to 40;	average, including stops...	32
Mail and accommodation— “	25 to 30;	“ “ ...	22
Freight trains— “	12 to 15;	“ “ ...	10

RATES FOR TRANSPORTATION.

PASSENGERS.

Fare charged per mile:

For the shortest distance carried (2½ miles), no charge less than 20 cents.....	8 cents.
more than 8 and less 30 miles	3 “
more than 30 miles and less than entire length of main road	3 “
through passengers, 3 cents; lowest	2 “

Is there an addition to ticket rates if fare is paid on trains? No.

Amount charged in addition to regular fares in sleeping or other cars run on your road: For seat, \$1.00; berth, \$2.00; section, \$4.00; state-room, \$6.00.

FREIGHT.

Rate charged per ton per mile:

For the shortest distance carried (4 miles)	100. cents.
more than 5 and less than 30 miles	12.41 “
more than 30 miles and less than entire length of main road.....	9. “
through freight, 2.50 cents; lowest.....	0.77 “

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road? United States.

State terms: \$50 per day to February 12, 1875; since that time, \$75 per day.

No freight or transportation companies run on this road. The company own and control their own fast freight lines.

DOINGS OF THE YEAR ENDING JUNE 30.

New iron rail laid—weight 64 lbs. per yard	30.10 miles.
Road ballasted with gravel	3 “
Fencing built (cost per rod, \$1.25)	20.75 “
1 wood Howe truss bridge built over canal at Newark—length, 71 feet.	

LOCOMOTIVE AND CAR MILEAGE.

<i>Locomotives.</i>		
Hauling passenger trains	208,090	
freight trains	675,179	
construction and other trains	40,545	
	<hr/>	923,814
<i>Cars.</i>		
Passenger	562,898	
Express and baggage	300,427	
Freight	5,949,865	
In construction and other trains	237,350	
Empty cars	2,477,109	
	<hr/>	9,527,649

AMOUNT PAID FOR LOSS, DAMAGES, ETC.

For loss and damage of goods and baggage	\$1,660 51
For animals killed—	
1 horse	\$275 00
1 cattle	65 00
1 sheep	5 00
	<hr/>
	\$345 00

FUEL CONSUMED.

Wood, 1,800 cords; cost, \$5,220. Coal, 37,926 tons; cost, \$37,357.

TRANSPORTATION.

<i>Passengers.</i>		
Number carried	191,069	
Total mileage, or number carried one mile	6,657,415	
Average number of miles traveled by each	35	
Average amount received for each	\$0 93.83	
Average amount per mile received for each	02.681	
<i>Freight.</i>		
Tons carried	731,146	
Total movement, or tons carried one mile	58,491,680	
Average amount received for each ton	\$0 90.47	
Average amount per mile received for each	01.13	

TONNAGE CLASSIFIED.

	Tons.	Per cent.
Coal.....	175,053	23.94
Stone, lime, sand, etc.	10,980	1.50
Ores	6,899	.94
Pig and bloom iron	3,726	.51
Nails	17,741	2.43
Railroad iron (iron and steel rails).....	29,582	4.04
Lumber and other forest products	113,295	15.49
Live stock.....	24,480	3.35
Grain.....	98,971	13.53
Flour	32,863	4.49
Provisions (beef, pork, lard, etc.).....	13,182	1.80
Miscellaneous.....	204,434	27.98
Total tonnage yielding revenue	731,146	100

EARNINGS, OPERATING EXPENSES, Etc., FOR YEAR ENDING JUNE 30.

EARNINGS.

Passenger transportation	\$179,286 55
Freight transportation.....	661,512 16
Mail service	20,457 04
Express service	19,017 74
All other sources of income, including rents, etc.....	58 25
Total earnings	\$880,331 74

OPERATING EXPENSES.

Maintenance of way and structures.....	\$308,798 65
Maintenance of cars	74,821 63
Motive power	111,691 90
Conducting transportation.....	192,450 90
General expenses:	
Taxes	\$15,111 10
Legal expenses	2,416 20
House and ground rents	1,182 27
Losses by accident *	31,603 51
Other general expenses of operating.....	209 29
	50,522 37
Total operating expenses, being 83.85 per cent. of earnings	\$738,195 45
Net earnings	\$142,136 29

AMOUNTS PER MILE (116.25) OPERATED.

Earnings.....	\$7,572 75
Operating expenses.....	6,350 07
Net earnings	1,222 68

* Principally from collision at Independence, at time of State fair, September 5, 1872.

CASUALTIES TO PERSONS.

Statement for the year ending June 30 of all accidents resulting in injuries to persons, giving extent and cause thereof:

August 8, 1874. John Shanahan, track laborer, Newark: killed; was working on track in yard; yard engine backed a train in on the track; he failed to get out of the way, and was run over. Want of caution. J. E. Rankin, coroner. Verdict in accordance with the facts.

August 9, 1874. Nicholas Mosier, passenger, two miles north of Monroeville: instantly killed; was drunk; stepped from the train while in motion. His own misconduct. No inquest.

August 26, 1874. Mr. Foote, farmer, two miles north of Frederick: injured; received flesh wound in leg; attempted to drive team across track ahead of passenger train.

September 10, 1874. Francis Venuier and Elijah Crozier, farmers, at Horn's Crossing, one mile north of Newark: instantly killed; they attempted to drive horse and wagon over track ahead of passenger train. J. E. Rankin, coroner. Verdict: "The accident was not caused by carelessness or negligence on the part of the officers of said train."

November 5, 1874. James Kerwick, freight brakeman, Alta: injured: left hand mashed coupling cars; two first fingers and thumb amputated. Want of caution.

December 29, 1874. Jno. W. Orndorff, freight brakeman, Monroeville: injured; thumb and two fingers badly bruised making coupling. Want of caution.

March 22, 1875. W. S. Elliott, freight brakeman, Prouts: thumb on right hand badly mashed making coupling. Want of caution.

April 12, 1875. P. Shields, tramp, 2½ miles south of Mansfield: injured: badly bruised: walking on track drunk; struck by passenger train.

April 22, 1875. Chauncey Coleman, freight brakeman, Monroeville: injured: foot caught between draw-bars while in the act of climbing upon the train: foot badly but not seriously mashed. Want of caution.

May 10, 1875. E. Shaarf, freight fireman, Bellville: killed instantly: train ran over a cow, throwing engine from track down the bank, turning tender upside down, and crushing him beneath it. Cause beyond his control. J. M. McLaughlin, coroner. Verdict exonerated the engineer from all blame.

RECAPITULATION.

Killed—Passengers—from misconduct or want of caution	1
Employés—from causes beyond their control	1
from misconduct or want of caution	1
Others—at stations and highway crossings	2
Total killed	5
Injured—Employés—from misconduct or want of caution	4
Others—at stations and highway crossings	1
trespassing, on track, etc.	1
Total injured	6

OFFICERS OF LESSEE.

President, John W. Garrett	Baltimore, Md.
Vice-President, John King, Jr.	" "
Second Vice-President, Wm. Keyser	" "

General Manager, W. C. Quincy.....	Columbus, Ohio.
Auditor, Wm. T. Thelin.....	Baltimore, Md.
Treasurer, W. H. Ijams	“ “
Cashier, Wm. Wing	Columbus, Ohio.
Assistant Auditor, A. D. Smith.....	“ “
Master of Transportation, Wm. Franklin.....	Newark, “
Master Mechanic, Saml. Houston	“ “
Master of Road, David Lee	“ “
Chief Engineer, James L. Randolph.....	Baltimore, Md.
General Ticket Agent, L. M. Cole	“ “
General Freight Agent, N. Guilford	“ “
Assistant General Freight Agent, G. B. Spriggs	Columbus, Ohio.
Purchasing Agent, Benj. Williams.....	Baltimore, Md.

State of Ohio, County of Franklin, ss:

W. C. Quincy, General Manager of the Lake Erie Division of the Baltimore and Ohio Railroad, being duly sworn, deposes and says that having carefully examined the foregoing statements prepared by the proper officers and agents of said Division from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1875.

[Signed]

W. C. QUINCY, *Genl. Manager.*

Subscribed and sworn to before me, this 24th day of November, A.D. 1875.

[SEAL.]

W. P. LOOFBOURROW, *Notary Public.*

TOLEDO, CANADA SOUTHERN AND DETROIT RAILWAY COMPANY.

[ROAD IN PROCESS OF CONSTRUCTION.]

[This report was filed too late—January 17, 1876—to be included in the tabulations and comparisons of traffic, earnings, etc., prepared in this office.—COMMISSIONER.]

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized.....	\$2,000,000 00
Amount subscribed.....	1,650,000 00
Amount issued.....	1,650,000 00
Par value of shares.....	\$100
Amount paid in—common.....	\$1,650,000 00
Average amount paid in per mile (54.50).....	30,275 23
Proportion for Ohio (7 miles).....	211,926 61
Stockholders, residents of Ohio, 8.	
Amount of stock held and owned by them June 30, 1875 ..	118,100 00
Location of transfer office out of this State: 13 William street, New York.	
Number of shares transferred within the year at such agency, 132.	

DEBT.

Funded debt 1st mort. 7 per cent. bonds, due January, 1906.....	\$1,350,000 00
Unfunded debt.....	Nothing.
Average amount of debt per mile.....	\$24,770 64
Proportion for Ohio.....	385,321 09
Total of paid-in stock and debt.....	\$3,000,000 00
Total average amount per mile.....	55,045 87
Total proportion for Ohio.....	385,321 09

COST OF ROAD. Etc.

CONSTRUCTION.

The road was built by contractors who furnished all.

Total expenditures for construction.....	\$3,000,000 00
Average cost per mile.....	\$55,045 87
Proportion for Ohio.....	385,321 09

EQUIPMENT.

The road has no equipment.

CHARACTERISTICS, ETC.

LINE OWNED BY COMPANY—MILES.

	Length.	In Ohio.
Single main track, Toledo, Ohio, to Detroit, Michigan	54.50	7
Aggregate of sidings	6	1.50
Total length laid with rail	60.50	8.50

Length in Ohio all in Lucas county.

Weight of rail, 56 lbs. Gauge of track, 56½ inches.

Road in Ohio all ballasted with sand.

BRIDGES, TRETTLES, ETC., IN OHIO.

Combination bridges, 1: age, 1 year; length, 132 feet.

Trestles, 3: age, 2½ years; aggregate length, 5,000 feet.

FENCING.

Road in Ohio all fenced.

No railroads crossed at grade in Ohio.

Highways crossed at grade, not reported.

STATIONS.

Passenger and freight, entire line, 10; in Ohio, 1.

ROLLING STOCK.

The equipment of the Canada Southern and Chicago and Canada Southern Railway Companies run on this road—operated as a division.

Average number of cars (including baggage cars) in passenger trains, 4.

Average number of cars in freight trains, 30.

Kind of brake in use on passenger cars: Westinghouse and Ward air-brakes.

Method of bridging between passenger cars when two or more are run in trains: Miller's coupler buffing.

State method of heating passenger, sleeping, parlor and drawing-room cars run on your road: Baker and Smith's heaters.

Means of lighting same: Candles.

Number of persons employed by company, 169; proportion for Ohio, 52.

RATES FOR TRANSPORTATION.

PASSENGERS.

Fare charged per mile:

	Highest.	Lowest.
For the shortest distance carried	3 cents.	2 cents.
More than 8 and less than 30 miles	3	“
More than 30 miles and less than entire length of main road in Ohio	3	“
Through passengers	3	“

Is there an addition to ticket rates if fare is paid on trains? No.

FREIGHT.

Rate charged per ton per mile:

	Highest.	Lowest.
For the shortest distance carried (5 miles)	14 cents.	7 cents.
More than 5 and less than 30 miles	14	“
Through freight (whole length of road)	6.40	3

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road? The American.

State terms: Takes freight at depots, and pays once and a half regular freight rates.

What freight, transportation and other special lines run on your road?

1. The Canada Southern Line, doing business east of Buffalo, via New York Central and Hudson River Railroad.

2. The Diamond Line, doing business east of Buffalo, via the Erie Railway.

State terms as to rates, use of track, machinery, repair of cars, etc., with each:

Both of these lines are owned by the companies over whose roads they run, each company furnishing its quota of cars, receiving its earnings and mileage, and bearing its proportion of expense.

Name and post-office address of the principal agent or officer of each line in Ohio:

H. F. Clark, General Manager Diamond Line, Toledo.

DOINGS OF THE YEAR ENDING DECEMBER 31, 1874.

LOCOMOTIVE MILEAGE.

Hauling passenger trains	114,133	
freight trains	98,811	
mixed, construction and other trains.....	104,024	
	<hr/>	316,968

TRANSPORTATION.

Passengers.

Number carried	77,578
Total mileage, or number carried one mile	2,637,651
Average number of miles traveled by each	34
Average amount received for each	\$0 91.80
Average amount per mile received for each	2.70

Freight.

Tons carried—local	63,423	
through.....	191,886	
	<hr/>	255,309
Total movement, or tons carried one mile.....		84,967,579
Average amount received for each ton.....		\$0 52.58
Average amount per mile received for each ton		01.58

TONNAGE CLASSIFIED.

	Tons.
Coal	15,318
Lumber and other forest products.....	17,872
Live stock	51,062
Agricultural products.....	20,425
Flour and grain	61,274
Provisions (beef, pork, lard, etc.).....	38,296
Manufactures, including agricultural implements.....	22,978
Merchandise and miscellaneous.....	28,084
	<hr/>
Total tonnage yielding revenue	255,309

EARNINGS, OPERATING EXPENSES, Etc., FOR YEAR ENDING JUNE 30.

EARNINGS.	
Passenger transportation	\$71,216 58
Freight transportation.....	134,248 77
Mail service.....	2,583 65
Express service.....	3,386 06
All other sources of <i>income</i> , including rents, etc.....	189 67
Total earnings	<u>\$211,624 73</u>

OPERATING EXPENSES.	
Maintenance of way and structures	\$32,312 88
Maintenance of cars and motive power.....	39,422 69
Telegraph expenses.....	\$4,782 58
Taxes—Ohio	705 38
Injuries to persons	112 89
Fuel	24,944 41
Wages	87,178 07
Oil and waste	3,625 64
Damages, etc.....	916 34
Salaries	7,593 53
Other general expenses of operating	16,947 54
	<u>146,806 38</u>
Total operating expenses, being 103.27 per cent. of earnings.....	<u>218,541 95</u>
Deficit	\$6,917 22

AMOUNTS PER MILE (54.50) OPERATED.

Earnings.....	\$3,883 02; proportion for Ohio (7 miles).....	\$27,181 14
Operating expenses...	4,009 94;	28,069 58
Deficit.....	126 92;	888 44

GENERAL BALANCE SHEET, JULY 1, 1875,

Taken after making all proper entries affecting or pertaining to the business and transactions of the line and company to date.

LIABILITIES.

Capital stock	\$1,650,000
First mortgage bonds	1,350,000
	<u>\$3,000,000 00</u>

ASSETS.

Cost of road.....	\$3,000,000 00
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OFFICERS.

Directors—M. Courtwright.....	Erie, Penn.
George W. Davis.....	Toledo, Ohio.
Sidney Dillon	New York City.
David Dows.....	“
John Ross.....	“
Wm. L. Scott	Erie, Penn.
Chas. A. King.....	Toledo, Ohio.
E. A. Wickes	New York City.

Vice-President—E. A. Wickes	10 William St., N.Y.
General Manager—W. K. Muir.....	St. Thomas, Ont.
Treasurer—George W. Davis	Toledo, Ohio.
Secretary—Benj. F. Ham.....	New York City.
Assistant Superintendent—Brandon Mozley.....	Toledo, Ohio.
Master Mechanic—C. E. Benton	St. Thomas, Ont.
Chief Engineer—I. A. Flagg.....	“
General Ticket Agent—Frank E. Snow	Detroit, Mich.
General Freight Agent—Wm. H. Perry	Buffalo, N. Y.
Purchasing Agent—E. W. Porter.....	St. Thomas, Ont.

State of New York, County of New York, ss :

Edward A. Wickes, Vice-President of the Toledo, Canada Southern and Detroit Railway Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1875.

(Signed)

EDWARD A. WICKES, *President.*

Subscribed and sworn to before me, this 14th day of January, A.D. 1876.

[SEAL.]

EDWIN F. COREY, JR.,

Commissioner for the State of Ohio in New York.

TOLEDO AND MAUMEE NARROW GAUGE RAILROAD COMPANY.

[ROAD ALL IN OHIO.]

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized.....	\$125,000 00	
Amount subscribed (\$50.520, less donations \$3,825)	46,695 00	
Amount issued	39,300 00	
Par value of shares.....	\$50	
Total paid in—common		\$39,300 00
Increase since June 30, 1874.....	32,899 00	
Average amount paid in per mile (7.50).....	5,240 60	
Stockholders, residents of Ohio, 102		
Amount of stock held by them June 30, 1875	39,300 00	

DEBT.

Unfunded debt contracted for construction, equipment, or real estate.....	\$4,558 14	
Unfunded debt contracted for other purposes	7,846 56	
Amount of debt not secured by mortgage		12,404 70
Increase since June 30, 1874.....	\$1,027 82	
Average amount of debt per mile	1,653 96	
Total of paid-in stock and debt		51,704 70
Total average amount per mile.....	\$6,893 96	

COST OF ROAD, EQUIPMENT, ETC.

CONSTRUCTION OF ROAD.

Right of way and fencing.....	\$1,004 28	
Grading, masonry, and bridging.....	5,534 48	
Superstructure, including rails.....	33,534 36	
Stations, engine and car houses, machine shops, etc	1,239 27	
Interest and discount paid during construction.....	170 24	
Engineering, salaries, and other expenses paid during same period	4,281 57	
Total expenditures for construction		\$45,764 20
Average cost per mile, not including sidings.....	\$6,101 89	

EQUIPMENT.

Locomotives, 1	\$6,000 00	
Passenger car, 1	3,000 00	
Freight and other cars, 5	1,710 00	
Machinery, hand cars, tools, etc.	38 49	
Total expenditures for equipment		\$10,748 49
Average amount per mile	\$1,433 13	
Total for road and equipment		\$56,512 69
Total average amount per mile	\$7,535 02	
Value of real estate owned, exclusive of roadway	2,027 00	

CHARACTERISTICS, ETC.

LINE OWNED BY COMPANY—MILES.

Single main track from Toledo to Maumee	7.50
Aggregate of sidings and other tracks .....	.50

Total length of rail, computed as single track

Weight of rail per yard on main track, 25 lbs.; gauge of track, 36 inches.

Miles of road ballasted with sand, 3.

Trestles, 1; length, 200 ft.

STATIONS, ETC.

Passenger and freight	3
Water and fuel	1

RAILROADS CROSSED AT GRADE.

Toledo, Wabash and Western—Toledo.

Do all trains on your road stop at this crossing? Yes.

Are flagmen stationed at it? No; the cars are drawn by horses to and from the crossing.

ROLLING STOCK.

Locomotive, with tender..... 1; average weight (in working order).....	19,000 lbs.
Passenger car..... 1;	15,000 lbs.
Freight car..... 1;	lbs.
Other cars..... 4;	lbs.

Average number of cars in freight trains: Not any freight trains separate.

Kind of brake in use on passenger cars: Common friction brake.

Are all cars run on your road heated and lighted as prescribed by act passed May 4, 1869 (66 Ohio Laws, 94)? Yes.

State method of heating passenger cars run on your road: By stoves, using wood.

Means of lighting same: Large sperm (or coach) candles.

Number of persons employed by Company: Five.

SPEED OF TRAINS—MILES PER HOUR.

Mixed—highest rate allowed	5
----------------------------------	---

RATES FOR TRANSPORTATION.

PASSENGERS.

Fare charged per mile :	
For the shortest distance carried.....	5 cents.
<i>through</i> passengers.....	2 “
Is there an addition to ticket rates if fare is paid on trains ?	No ; tickets are not used.

DOINGS OF THE YEAR ENDING JUNE 30.

LOCOMOTIVE AND CAR MILEAGE.

<i>Locomotives.</i>	
Hauling mixed trains	27,553
<i>Cars.</i>	
Passenger	27,553
FUEL CONSUMED.	
230 cords of wood—cost	\$900 00

TRANSPORTATION.

<i>Passengers.</i>	
Number carried	54,582

EARNINGS, OPERATING EXPENSES, Etc., FOR YEAR ENDING JUNE 30.

EARNINGS.	
Passenger transportation	\$7,044 22
Freight transportation.....	523 82
Total earnings	<u>\$7,568 04</u>

OPERATING EXPENSES.

Maintenance of way and structures	\$799 39
Maintenance of cars	228 16
Motive power	900 00
General expenses—	
Salaries	\$2,631 00
Other general expenses of operating	478 75
	<u>3,109 75</u>
Total operating expenses, being 66.56 per cent. of earnings.....	<u>\$5,037 30</u>
Net earnings	\$2,530 74

AMOUNTS PER MILE (7.50) OPERATED.

Earnings	\$1,009 07
Operating expenses.....	671 64
Net earnings	337 43

GENERAL BALANCE SHEET, JULY 1, 1875,

Taken after making all proper entries affecting or pertaining to the business and transactions of the company to date :

LIABILITIES.

Capital stock paid in	\$39,300 00
Bills and accounts payable.....	12,404 70
Donations.....	3,711 95
Income account	<u>2,530 74</u>
	\$57,947 39

ASSETS.

Construction of road	\$47,237 39	
Equipment	10,710 00	\$57,947 39

OFFICERS.

Directors—W. J. Wells	Toledo, Ohio.
H. S. Walbridge	“
M. W. Plain	“
C. W. Everett	“
Geo. W. Reynolds	South Toledo, Ohio.
Justus C. McDonald	“
H. C. Norton	“
President, W. J. Wells	Toledo, Ohio.
Vice-President, Geo. W. Reynolds	“
General Manager, W. J. Wells	“
Treasurer, H. S. Walbridge	“
Secretary, Samuel Smith	Perrysburg, Ohio.

State of Ohio, County of Lucas, ss :

Wesley J. Wells, President of the Toledo and Maumee Narrow Gauge Railroad Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1875.

[Signed]

W. J. WELLS, *President.*

Subscribed and sworn to before me, this 25th day of August, A.D. 1875.

[Seal.]

JOHN MILLER, *Notary Public.*

TOLEDO AND STATE LINE RAILROAD COMPANY.

[ROAD ALL IN OHIO.]

This company was incorporated by filing the required certificate in office of Secretary of State June 20, 1872.

The Pennsylvania Company had undertaken to complete and operate the road from Tiffin to Toledo under a contract with the Tiffin, Toledo and Eastern Railroad Company, which latter company had assumed to build the Toledo and Woodville Railroad, by contract with trustees representing the city of Toledo. These contracts proved very complicated, and the Pennsylvania company found that it required the construction of the road-bed, etc., of the five miles between the city line of Toledo and the State line north of the city, which link was under no charter then existing.

A contract was entered into by and between the Toledo and State Line Railroad Company and the Pennsylvania Company September 9, 1872, by which it was provided that in consideration of the providing the right of way, grading, bridging, tying, and fencing of the Toledo and State Line Railroad by the Pennsylvania Company, the former company would transfer and pay to the latter the whole of its capital stock, amounting to \$100,000, and thereafter hold the property in trust for the said Pennsylvania Company for the uses and purposes of a railroad.

In pursuance of this contract, the Pennsylvania Company furnished all the money and made all expenditures, on its own account and through its own agents, necessary to provide for this company the right of way, grade, bridge, tie, and fence the line of road of this company, and for which the payment of \$100,000 of stock of this company has been made.

The Pennsylvania Company having thus been forced to build this extension of road-bed, went on voluntarily, and for its own benefit, to iron a portion of it, hoping to make it of some value, and could do nothing more than take the entire capital stock of this company as pay for the work and materials. So far as it cost more, it was a dead loss to that company, and is not represented by any security, except the \$100,000 capital stock reported. The Pennsylvania Company also furnished a valuable depot property in Toledo. The Toledo and State Line Railroad Company has no account of the cost and acknowledge no liability for it; and the only items of cost of the Toledo and State Line Railroad which do or can appear on the books of this company under our contracts are fully set forth.

By completing this part of the road the Pennsylvania Company make connection between its Toledo and Woodville Railroad property and the Toledo, Canada Southern and Detroit Railway, and thus perfect a line into Michigan and into Canada, in conjunction with the Toledo, Canada Southern and Detroit Railway. The Toledo and State Line Railroad connects the two roads named, but is wholly independent in its operating relations.

A lease of the franchises and property of this company to the Pennsylvania Company

was executed August 5, 1874, for a term of nine hundred and ninety-nine years, whereby the Pennsylvania Company was vested with all the rights, privileges and profits in any way accruing from the said franchises and property of this company, conditioned upon that company's agreeing to adjust and pay all taxes, assessments and charges of every kind imposed upon the property or accruing by reason of the operating of said railroad, and the further payment of an annual rental of one dollar to this company.

PROPOSED LINE

From Toledo to Ohio State line.....	4.91 miles.
Length graded not laid with rail .....	.74 "

On what portion of line? Crossing of Toledo, Canada Southern and Detroit Railway, to the State line between Ohio and Michigan.

CONSTRUCTION ACCOUNT.

All expenditures for construction, etc., up to June 30, 1875, inclusive:

Right of way, civil engineering, grading, masonry, bridges, timber, ties and fencing, all covered by a bulk contract with the Pennsylvania Company for issue of capital stock of	\$100,000 00
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STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized	\$100,000 00
Amount issued for construction per contract	\$100,000 00
Par value of shares	\$50 00
Stockholders residents of Ohio: None.	
Debt: None.	

CHARACTERISTICS, Etc.

LINE OWNED BY COMPANY.

Single main track—Toledo to Canada Southern Junction	4.17 miles.
All in Lucas county, Ohio.	
Weight of rail per yard on main track, 52 lbs. Gauge of track, 57½ inches.	
Trestles, 3; aggregate length, 1,400 feet: greatest age, 3 years.	

FENCING.

Miles (single) built by company (total cost, \$2,715.46)	6.98
The whole line upon which iron is laid is fenced, except along bank of Maumee river, where no fence is required.	

GENERAL BALANCE SHEET, JULY 1, 1875.

LIABILITIES.

Preferred stock	\$100,000 00
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ASSETS.

Construction account	\$100,000 00
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OFFICERS

Directors—Wm. P. Shinn	Pittsburgh, Pa.
Abner L. Backus	Toledo, Ohio.
Wager Swayne	" "
Charles R. Messinger	" "
L. T. Thayer	" "
W. W. Griffith	" "

Directors—Wm. Thaw	Pittsburgh, Pa.
J. N. McCullough	“ “
J. A. Latcha	Toledo, Ohio.
President—J. A. Latcha	“ “
Secretary—N. Harrington	“ “

State of Ohio, County of Lucas, ss:

J. A. Latcha, President of the Toledo and State Line Railroad Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1875.

[Signed]

J. A. LATCHA, *President.*

Subscribed and sworn to before me. this 5th day of October, A.D. 1875.

[Seal.]

EDWARD H. SMITH, *Notary Public.*

TOLEDO, TIFFIN AND EASTERN RAILROAD COMPANY.

[ROAD ALL IN OHIO—OPERATED BY PENN. COMPANY.]

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized	\$1,000,000 00	
Amount paid in—common	138,912 00	
preferred	140,396 43	
Total paid in		\$278,396 43
Increase since June 30, 1874	\$2,328 43	
Average amount paid in per mile (43.06)	6,465 31	
Stockholders, residents of Ohio, 528.		
Amount of stock held by them June 30, 1875	140,396 43	

DEBT.

First mortgage 7 per cent. bonds, due April 1, 1902		\$501,000 00
Unfunded debt contracted for construction, equipment or real estate	\$2,604 47	
Other debts, judgments not satisfied	9,926 95	
Amount of debt not secured by mortgage		12,531 42
Increase since June 30, 1874	\$7,013 32	
Total debt liabilities	73,531 42	
Average amount of debt per mile	20,286 35	
Total of paid-in stock and debt		\$1,151,927 85
Total average amount per mile	\$26,751 69	

COST OF ROAD, EQUIPMENT, Etc.

CONSTRUCTION OF ROAD.*

Right of way and real estate	\$126,240 88	
Grading, masonry, and bridging	392,188 98	
Superstructure, including rails	999,000 00	}
Stations, engine and car houses, machine shops, etc		
Salaries and expenses	28,365 56	
Interest and discount paid during construction	2,022 03	
Engineering, salaries and other expenses paid during same period	19,437 98	
Total expenditures for construction		\$1,567,255 43
Average cost per mile, not including sidings	\$36,397 01	

* Including Toledo and Woodville Railroad.

CHARACTERISTICS, Etc.

LINE OWNED BY COMPANY—MILES.

Single main track, Tiffin to Toledo	43.06
(Toledo, Tiffin and Eastern, 24.39, Tiffin to Woodville; Toledo and Woodville, 18.67, Woodville to Toledo.)	
Aggregate of sidings and other tracks	3.04
Total length of rail, computed as single track	46.10

All in Ohio, and distributed as follows:

	County.	Main track.	Sidings, etc.	Total.
Toledo, Tiffin and Eastern	Seneca	9.73	.30	10.03
	Sandusky	14.66	.675	15.335
Toledo and Woodville	Sandusky	4.50	.242	4.742
	Ottawa .....	.50	.....	.50
	Wood	10.25	.41	10.66
	Lucas	3.42	1.413	4.833
Totals		43.06	3.04	46.10

Weight of rail per yard on main track, 52 pounds; gauge of track, 57½ inches.

Miles of road ballasted, 43.06, with sand and gravel.

BRIDGES AND TRESTLES.

Wood bridges, 4; greatest age, 4 years; aggregate length, 1,849 feet.

Trestles, 14; greatest age, 4 years; aggregate length, 3,281 feet.

FENCING.

Miles (single) built by company (total cost, \$6,209.43) 11.92

State reasons why not completed: Want of time. The whole line will be fenced, or nearly so, by close of 1875.

STATIONS, ETC.

Passenger and freight	5
Water and fuel	4
Telegraph offices in stations	5

RECEIPTS AND EXPENDITURES FOR THE YEAR ENDING JUNE 30.

RECEIPTS.

Payments on capital stock	\$2,328 43
Held by lessee, rent of road, on account of interest on bonds	27,940 87
	<u>\$29,269 30</u>

EXPENDITURES.

Floating debt liquidated	\$2,913 63
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GENERAL BALANCE SHEET, JULY 1, 1875,

Taken after making all proper entries affecting or pertaining to the business and transactions of the line and company to date.

LIABILITIES.

Capital stock—common	\$138,000 00
preferred	140,396 43
First mortgage bonds	861,000 00
Bills payable	2,604 47
Cash from Millersville Station	454 50
City of Toledo (a bonus)	*425,000 00
	<u>\$1,567,455 40</u>

* Bonds applied by joint contract between Toledo, Tiffin and Eastern and Mansfield, Coldwater and Lake Michigan Railroad Companies as first party, and trustees of the Toledo and Woodville Railroad, second party, to the construction of the Toledo and Woodville Railroad.

ASSETS.		
Right of way and real estate.....	\$126,240	88
Engineering account.....	19,437	98
Construction account.....	1,391,188	98
Expense account.....	28,365	56
Interest and discount.....	2,022	03
Cash on hand.....	199	97
		<hr/> \$1,567,455 40

OFFICERS.

Directors—Thomas A. Scott.....	Philadelphia, Pa.
Wm. Thaw.....	Pittsburgh, Pa.
J. N. McCullough.....	“ “
Wm. P. Shinn.....	“ “
W. H. Burns.....	Woodville, Ohio.
Philip King.....	Bettsville, “
Wager Swayne.....	Toledo, “
E. D. Potter, Jr.....	“ “
J. A. Latcha.....	“ “
President—J. A. Latcha.....	“ “
Treasurer and Secretary—E. D. Potter, Jr.....	“ “

State of Ohio, County of Lucas, ss :

J. A. Latcha, President of the Toledo, Tiffin and Eastern Railroad Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1875.

(Signed)

J. A. LATCHA, *President.*

Subscribed and sworn to before me, this 5th day of October, A.D. 1875.

[SEAL.]

EDWARD H. SMITH, *Notary Public.*

REPORT OF PENNSYLVANIA COMPANY, LESSEE.

OPERATED UNDER LEASE (EMBRACED IN THIS REPORT).

Toledo, Tiffin and Eastern Railroad, single main track.....	43.06
Sidings and other tracks.....	3.54
Total.....	<hr/> 46.60 miles.

RAILROADS CROSSED AT GRADE.

Lake Erie and Louisville—Burgoon.

Lake Shore and Michigan Southern dock track—East Toledo.

Do all trains on your road stop at these crossings? Yes.

Are flagmen stationed at each? Yes.

Are your time-tables arranged to secure running connection with roads named? Not in all cases.

Number of highways crossed at grade, 59.

Miles of telegraph on line of road, all owned by company, 43.06.

Number of telegraph stations operated by company.....	4
Number operated jointly with telegraph company.....	4

ROLLING STOCK.

None. Equipment furnished by Pittsburgh, Ft. Wayne and Chicago Railway. No particular equipment allotted to this line.

State terms of service: Usual rate, 1 cent per mile at present.

Average number of cars (including baggage cars) in passenger trains, 7.

Average number of cars in freight trains, 20.

Kind of brake in use on passenger cars: Westinghouse air-brake.

Method of bridging between passenger cars when two or more are run in trains: Adjustable board.

Are all cars run on your road heated and lighted as prescribed by act passed May 4, 1869 (66 Ohio Laws, 94)? Yes.

State method of heating passenger, sleeping, parlor and drawing-room cars run on your road: Dripp's patent safety stove.

Means of lighting same: Lard oil lamps and candles.

Number of persons employed by company, 84.

SPEED OF TRAINS—MILES PER HOUR.

Express passenger—highest rate allowed—not limited; average, including stops	30
Mail and accommodation— “ “ “ “	20
Freight trains— “ 15; “ “	12

RATES FOR TRANSPORTATION.

PASSENGERS.

Fare charged per mile:

	Highest.	Lowest.
For the shortest distance carried	5 cents.	5 cents.
more than 8 and less than 30 miles.....	3 “	3 “
more than 30 miles and less than entire length of main road. 3 “	3 “	3 “
through passengers.....	2 “	1 “

Is there an addition to ticket rates if fare is paid on trains? No.

FREIGHT.

Rate charged per ton per mile:

	Highest.	Lowest.
For the shortest distance carried	26 cents.	9 cents.
more than 5 and less than 30 miles	5 “	3.33 “
more than 30 miles and less than entire length of main road. 4.32 “	4.32 “	1.44 “

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road? The American.

State terms: \$25.00 per day.

No freight, transportation, or other special lines run on the road.

DOINGS OF THE YEAR ENDING JUNE 30.

LOCOMOTIVE AND CAR MILEAGE.

Locomotives.

Hauling passenger trains	55,522
freight trains	58,230
	<hr/>
	113,752

Cars.

Passenger	94,450	
Express and baggage	52,890	
Freight	517,772	
Caboose	32,344	
Empty cars	246,438	
		<hr/>
		943,894

AMOUNT PAID FOR LOSS, DAMAGES, ETC.

For loss and damage of goods and baggage	\$5,121	36
For injuries, fatal and non-fatal:		
To others	455	00
For animals killed—		
5 horses	\$200	00
45 cattle	694	50
6 sheep	20	00
17 hogs	10	00
		<hr/>
	\$924	50

FUEL CONSUMED.

Fuel supplied by Pittsburgh, Ft. Wayne and Chicago Railway, and included in report of that road.

TRANSPORTATION.

Passengers.

Number carried	57,288
Average number carried in each car per trip	20
Total mileage, or number carried one mile	1,263,892
Average number of miles traveled by each	22
Average amount received for each	\$0 63.
Average amount per mile received for each	02.85

Freight.

Tons carried—local	101,242	
through	20,607	
		<hr/>
		121,849
Average tons in each loaded car per trip		3
Total movement, or tons carried one mile	4,542,943	
Average amount received for each ton	\$0 65.56	
Average amount per mile received for each ton	01.758	

TONNAGE CLASSIFIED.

	Tons.
Coal	35,023
Stone, lime, sand, etc.	4,011
Petroleum	123
Pig and bloom iron	542
Railroad iron (iron and steel rails)	73
Other iron and castings	1,534
Lumber and other forest products	38,024
Live stock	1,557
Grain	20,120

	Tons.
Other agricultural products	1,703
Flour	1,660
Provisions (beef, pork, lard, etc.)	633
Manufactures, including agricultural implements	9,613
Merchandise	5,763
Miscellaneous	1,470
Total tonnage yielding revenue	121,849
Supplies for company's use	1,587

EARNINGS, OPERATING EXPENSES, Etc., FOR YEAR ENDING JUNE 30.

EARNINGS.	
Passenger transportation	\$36,107 17
Freight transportation	79,884 62
Mail service	3,009 94
Express service	7,825 00
All other sources of income, including rents, etc	3,410 92
Total earnings	\$130,237 65

OPERATING EXPENSES.	
Maintenance of way and structures	\$22,720 76
Maintenance of cars	122 21
Motive power	15,800 60
Conducting transportation	35,492 41
Hire of equipment	15,868 51
General expenses—	
Taxes—Ohio	\$9,875 93
Other general expenses of operating	2,416 36
	<u>\$12,292 29</u>
Total operating expenses, being 78.54 per cent. of earnings	<u>\$102,296 78</u>
Net earnings, placed to credit of Toledo, Tiffin and Eastern Railroad Company	\$27,940 87

AMOUNTS PER MILE (43.06) OPERATED.	
Earnings	\$3,024 56
Operating expenses	2,375 68
Net earnings	648 88

CASUALTIES TO PERSONS.

Statement for the year ending June 30 of all accidents resulting in injuries to persons, giving extent and cause thereof:

July 15, 1874. Simon McGraw, Toledo: instantly killed; run over by cars attached to engine while walking on track near Cherry street bridge. Inquest held, and verdict given exonerating company.

August 24, 1874. Five persons, Nathan and Mary Strickland, Mrs. Lonscher, Annie and Henry Lonscher, Toledo: all more or less injured; were struck by a hand-car when crossing Cherry street bridge in a wagon. Damages demanded. Settlement made in full for \$330.

November 11, 1874. Michael Murphy, yard brakeman, Toledo: killed instantly; foot caught in guard-rail while uncoupling cars, and before he could extricate it a car passed over him. Want of caution. Inquest held, and verdict given exonerating company. His wife, with an infant child, applied to the company for assistance for the death of her husband. The company, not admitting any liability on its part, donated to her the sum of \$125.

December 14, 1874. William Eagleson, switchman, Toledo: injured: finger broken while coupling cars. Want of caution.

January 29, 1875. T. S. Hoyt, fireman, Toledo: injured; slipped and fell while attempting to get off engine in motion, breaking his leg in two places and dislocating his left wrist. Want of caution.

March 20, 1875. S. Longsdorf, brakeman, Gibsonburg: hand badly injured and one finger broken while coupling cars. Want of caution.

May 20, 1875. J. Hukill, near Woodville: instantly killed; was run over while lying on track in a state of intoxication. Inquest held; verdict rendered exonerating company.

June 4, 1875. H. C. Dwight, yard conductor, Toledo: left arm caught between dead-woods and injured so badly that amputation was necessary. Want of caution.

June 19, 1875. Frank Bishop, yard conductor, Toledo: injured; foot caught in frog while uncoupling cars; trucks of one car passed over him, cutting off right arm at shoulder and badly crushing right leg below the knee. Want of caution. Is attended by the company's surgeon, and in a fair way of recovery.

RECAPITULATION.

Killed—Employees—from misconduct or want of caution	1	
Others—trespassing, on track, etc.....	2	
Total killed		3
Injured—Employees—from misconduct or want of caution.....	5	
Others—at stations and highway crossings	5	
Total injured.....		10

OFFICERS OF LESSEE.

President—Thomas A. Scott	Philadelphia, Pa.
First Vice-President—J. N. McCullough	Pittsburgh, Pa.
Second Vice President—William Thaw	“
General Manager—J. D. Layng	“
General Counsel—John Scott	“
Comptroller—Thos. D. Messler.....	“
Auditor—J. P. Farley	“
Treasurer—W. H. Barnes.....	“
Secretary—C. P. Mackie	Philadelphia, Pa.
Cashier—J. P. Henderson	Pittsburgh, Pa.
Superintendent—J. S. Morris	Toledo, Ohio.
General Ticket Agent—F. R. Myers	Pittsburgh, Pa.
General Freight Agent—William Stewart	“
Purchasing Agent—William Mullins	“

State of Pennsylvania, County of Allegheny, ss :

Thomas D. Messler, Comptroller of the Pennsylvania Company, operating the Toledo, Tiffin and Eastern Railroad, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1875.

[Signed]

THOS. D. MESSLER, *Comptroller*.

Subscribed and sworn to before me, this 27th day of August, A.D. 1875.

[SEAL.]

FRANK SEMPLE, *Notary Public*.

TOLEDO, WABASH AND WESTERN RAILWAY COMPANY

ENTIRE LINE OPERATED.

Toledo, Ohio, to Quincy, Illinois	473.60
Clayton, Illinois, to Keokuk, Iowa	41.10
Bluffs, " to Naples, Illinois	3.80
Decatur, " to East St. Louis, Illinois	110
^a Lafayette, Indiana, to Bloomington, "	116.70
^a Pekin, Illinois, to Decatur, "	67.20
^a Naples, " to Hannibal, Missouri	46
^a Maysville, Illinois, to Pittsfield, Illinois	6
	863.50
Aggregate of sidings and other tracks	122.03
	985.53

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized	\$16,000,000 00
Amount subscribed	16,000,000 00
Par value of shares	\$100 00
Amount paid in—common	\$15,000,000 00
preferred	1,000,000 00
	\$16,000,000 00
Total paid in	\$16,000,000 00
Amount paid in per mile (623.50)	\$25,448 72
Proportion for Ohio (75.50 miles)	1,921,378 36
Stockholders, residents of Ohio [number not given].	
Amount of stock held and owned by them June 30, 1875 [not given].	
Location of transfer office or agency out of Ohio: New York City.	
Number of shares transferred within the year at such office [not given].	
First mortgage 7 per cent. bonds, due variously	\$9,400,000 00
Second " 7 " "	5,000,000 00
Equipment mortgage 7 per cent. bonds, due May, 1883	600,000 00
First consol. " 7 " February, 1907	2,610,000 00
Second " " 7 " " 1893	2,503,000 00
	\$20,113,000 00
Amount of funded debt	\$20,113,000 00
Amount in hands of trustees of sinking fund for redemption	\$52,800 00
Unpaid coupons	466,063 75
Current credit balances, etc.	2,235,411 79
Amount of other debt	\$2,701,475 54

^a Leased. Separate accounts are kept by the company of the traffic, earnings, etc., of its leased lines, which, they being wholly without the State, are not included in the report made herewith.

Apparent increase since June 30, 1874—none then reported.	\$2,701,475	54
Cash, securities, debit balances, etc., available to payment.	575,060	13
Total debt liabilities.....	22,814,475	54
Average amount of debt per mile.....	36,299	88
Proportion for Ohio.....	2,740,640	94
Total of paid-in stock and debt.....	\$38,814,475	54
Total average amount per mile.....	\$61,478	60
Proportion for Ohio.....	4,662,019	30

COST OF ROAD, EQUIPMENT, Etc.

Total for road and equipment.....	\$35,704,000	00
Total average amount per mile.....	\$56,728	72
Proportion for Ohio.....	4,283,018	36

CHARACTERISTICS, Etc.

LINE OWNED BY COMPANY—MILES.

	Length.	In Ohio.
Toledo, Ohio, to Quincy, Illinois.....	473.60	75.50
Clayton, Illinois, to Keokuk, Iowa.....	41.10	.....
Bluffs, " to Naples, Illinois.....	3.80	.....
Decatur, " to East St. Louis.....	110	.....

Total single main track.....	628.50	75.50
Aggregate of sidings and other tracks.....	122.03	14.30
Total length of rail, computed as single track.....	750.53	89.80

Length in Ohio, distributed as follows:

County.	Main track.	Sidings, etc.	Total.
Lucas.....	21.27	8.34	29.61
Henry.....	20.67	2.43	23.10
Defiance.....	13.83	1.85	15.68
Paulding.....	19.73	1.68	21.41
Totals.....	75.50	14.30	89.80
Laid with steel rail.....	64	.....	64

Miles of steel rail in use—entire line, 163½.

Weight of rail per yard on main track, 56 and 60 lbs. Gauge of track, 56½ inches.

Miles of road in Ohio ballasted, 31.92, with sand.

Miles ballasted since June 30, 1874, 7.92, with sand.

BRIDGES AND TRESTLES IN OHIO.

Wood bridges, 2; greatest age, 6 years; aggregate length.....	609.5 feet.
Iron, " 1; age, 4 " length.....	677 "
Comb'n " 2; greatest age, 3 " aggregate length.....	221 "
Stone, " 1; length.....	65 "
	1572.5 feet.
Trestles, 9; greatest age, 3 years; aggregate length.....	1604 "

FENCING IN OHIO.

Miles (single) built by company (total cost, estimated, \$57,600).....	120
built within the year ending June 30, 1875 (cost per rod, \$1.50).....	14.33
required to inclose road (both sides).....	30

STATIONS, ETC.

Passenger and freight—entire line	132	In Ohio, 10
Water and fuel—entire line.....	74	“ 9
Telegraph offices in stations—entire line.....	91	“ 12

RAILROADS CROSSED AT GRADE IN OHIO.

Lake Shore and Michigan Southern—Toledo.

Baltimore, Pittsburgh and Chicago—Defiance.

Do all trains on your road stop at these crossings? Yes.

Are flagmen stationed at each? Yes.

Are your time-tables arranged to secure running connections with roads named? Yes.

Number of highways crossed at grade in Ohio, 43.

Miles of telegraph on line of road	623.50	In Ohio, 75.50
Miles of telegraph owned by company.....	None.	
Number of telegraph stations operated by company	30	“ 6
Number operated jointly with telegraph company.....	61	“ 8

ROLLING STOCK.

Locomotives, with tenders	196
Express and baggage cars.....	32
Passenger cars.....	60
Drawing-room and sleeping cars	9
Freight cars.....	4,375
Other cars	140

NOT OWNED BY COMPANY (INCLUDED ABOVE).

Locomotives and tenders, 7; owned by Wabash Equipment Company.

Express and baggage cars, 5; “ “ “

Passenger cars, 9; “ “ “

Freight cars, 1,240; “ “ “

Drawing-room and sleeping cars, 6; owned by Pullman Palace Car Company.

State terms of service:

The railway company use the cars owned by Wabash Equipment Company, same as their own, and pay for them in annual installments. On full payment they become the property of the railway company.

Average number of cars (including baggage cars) in passenger trains, about 5

Average number of cars in freight trains, about..... 26

Kind of brake in use on passenger cars: Westinghouse air-brake.

Method of bridging between passenger cars when two or more are run in trains: Miller platform and coupler.

State method of heating passenger, sleeping, parlor and drawing-room cars run on your road: Baker's patent heaters in Pullman's coaches; other coaches, coal and wood stoves.

Means of lighting same: Candles.

Number of persons employed by company, 3,668; proportion for Ohio, 440.

SPEED OF TRAINS—MILES PER HOUR.

Express passenger—highest rate allowed.....	40; average, including stops..	31½
Mail and accommodation—highest rate allowed ...	25; “ “ ..	20
Freight trains—highest rate allowed.....	15; “ “ ..	10

RATES FOR TRANSPORTATION.

PASSENGERS.

Fare charged per mile :

	Highest.	Lowest.
For the shortest distance carried (2 miles).....	5 cents.	4 cents.
more than 2 and less than 30 miles.....	3 "	2.50 "
more than 30 miles and less than entire length of main road in Ohio	3 "	2.50 "
through passengers	3 "	1 "

Is there an addition to ticket rates if fare is paid on trains? No.

Amount charged in addition to regular fares in sleeping or other cars run on your road :

For seat, \$1.00; berth, \$2.00; section, \$4.00; state-room, \$8.00.

FREIGHT.

Rate charged per ton per mile :

	Highest.	Lowest.
For the shortest distance carried (5 miles).....	56 cents.	32 cents.
more than 5 and less than 30 miles	21 "	10.67 "
more than 30 miles and less than entire length of main road	9 "	4 "
through freight.....	[Not answered.]	

EXPRESS AND TRANSPORTATION COMPANIES.

What express companies run on your road? The United States.

State terms: \$300 dollars per day. The railway company supplies cars and keeps them in repair.

What freight, transportation, and other special lines run on your road?

Red Line, Great Western Despatch, South Shore Line, Empire Line, Globe Line, Canada Southern Line, Merchants' Despatch, Diamond Line.

State terms as to rates, use of track, machinery, repair of cars, etc., with each:

Railway company use cars same as their own, and (except in case of Empire Line and Merchants' Despatch Line) owns its proportion of cars. The lines are coöperative. Rates same as in any other cars in similar service.

Name and post-office address of the principal agent and officer of each line in Ohio:

Red Line, D. C. Baldwin, Agent, Toledo.

Great Western Despatch South Shore Line, J. C. Morse, Agent, Toledo.

Empire Line, T. A. Slack, Agent, Toledo.

Globe Line, D. Blinn, General Manager, Toledo.

Canada Southern Line, M. Lyons, Agent, Toledo.

Merchants' Despatch Line, A. C. Wendi, Agent, Toledo.

Diamond Line, A. H. McLeod, General Manager, Toledo.

DOINGS OF THE YEAR ENDING JUNE 30.

RAIL Laid—MILES.

Re-rolled iron	(in Ohio, 9.87)	78.15
Steel—weight, 52 lbs. per yard.....	(" 4.41).....	12.47
		<hr/> 90.62

LOCOMOTIVE AND CAR MILEAGE.

Locomotives.

Hauling passenger trains	1,043,676
freight trains	2,442,980
	<hr/> 3,486,656

Cars.

[Not given.]

AMOUNT PAID FOR LOSS, DAMAGES, ETC.

For loss and damage of goods and baggage.....	\$35,192 91
For injuries in Ohio to passengers, employes and others, fatal and non-fatal.	12,459 59
For animals killed in Ohio—15 horses, 5 mules, 87 cattle, 6 sheep, 50 hogs. [Not given.]	
Amount claimed, unsettled, and in litigation for injuries to persons: [Not given.]	

FUEL CONSUMED.

Wood, 25,256 cords; cost, \$78,595.77. Coal, 123,460 tons; cost, \$228,123.61.

TRANSPORTATION.

Passengers.

Number carried—local.....	770,260	
through	67,968	
		838,228
Total mileage, or number carried one mile.....		36,253,361
Average number of miles traveled by each.....		43.25
Average amount received for each.....		\$1 36.97
Average amount per mile received for each.....		63.167

Freight.

Tons carried—local.....	738,524	
through	461,497	
		1,200,021
Total movement, or tons carried one mile.....		247,485,465
Average amount received for each ton		\$2 46.26
Average amount per mile received for each ton.....		61.194

TONNAGE CLASSIFIED.

	Tons.	Per cent
Coal.....	101,085	8.4
Stone, lime, sand, etc	36,837	3.1
Petroleum	3,766	.3
Ores.....	1,582	.1
Pig and bloom iron	2,796	.2
Railroad iron (iron and steel rails).....	16,043	1.3
Other iron and castings	5,959	.5
Lumber and other forest products.....	79,640	6.7
Live stock....	115,217	9.6
Grain	447,006	37.3
Other agricultural products	11,737	1
Flour	55,151	4.6
Provisions (beef, pork, lard, etc.).....	24,015	2
Manufactures, including agricultural implements	27,852	2.3
Merchandise	199,473	16.6
Miscellaneous.....	71,862	6

Total tonnage yielding revenue..... 1,200,021 100

Supplies for Company's use 169,810 |

EARNINGS, OPERATING EXPENSES, Etc., FOR YEAR ENDING JUNE 30.

EARNINGS.	
Passenger transportation	\$1,148,128 79
Freight transportation	2,955,167 20
Mail service	153,111 99
Express service	93,939 91
All other sources of <i>income</i> , including rents, etc	123,885 42
Total earnings	<u>\$4,474,233 31</u>

OPERATING EXPENSES.	
Maintenance of way and structures, and cars	\$1,000,073 45
Motive power	1,272,990 66
Conducting transportation	1,148,326 40
General expenses—	
Taxes—Ohio	\$20,841 69
Indiana, Illinois, and Missouri	153,078 65
Salaries and other general expenses of operating	93,829 51
	<u>\$267,749 85</u>
Total operating expenses, being 82.45 per cent. of earnings	<u>\$3,689,140 36</u>
Net earnings	<u>\$785,092 95</u>

AMOUNTS PER MILE (628.50) OPERATED.	
Earnings	\$7,118 90; proportion for Ohio (75.50 miles). \$537,476 95
Operating expenses	5,869 75; “ “ 443,166 12
Net earnings	1,249 15; “ “ 94,310 83

PAYMENTS OTHER THAN OPERATING EXPENSES.	
Interest on bonds	\$715,557 50
Dividends, rate 7 per cent. on preferred stock	70,000 00
(Date of last dividend declared on preferred stock, November, 1873.)	
Applied to sinking fund	6,300 00
Lease of joint use of track—	
Chicago, Burlington and Quincy, from Camp Pt.	
to Quincy	\$40,000 00
Toledo, P. and W., from Elvaston to Hannibal	10,000 00
	<u>\$50,000 00</u>
Construction of new road and additional equipment	<u>\$186,453 30</u>
	<u>\$1,028,310 80</u>

CONDENSED BALANCE SHEET, JUNE 30, 1875,

Taken after making all proper entries affecting or pertaining to the business and transactions of the line and company to date.

LIABILITIES.	
General stock	\$15,000,000 00
Preferred stock	1,000,000 00
First mortgage bonds	9,404,000 00
Second “ 	5,000,000 00

Equipment mortgage bonds, Toledo and Wabash R'y Co..	\$600,000 00
Consolidated sinking fund mortgage bonds, T. W. and W.	2,610,000 00
Second " " " " (gold)	2,503,000 00
Sinking fund	52,800 00
Income account	106,661 33
Wm. B. Cornean, treasurer	97,190 23
Vouchers and pay-rolls audited	1,080,523 29
Freight earnings	1,177,050 59
Mail earnings	70,132 19
Express earnings	46,521 61
Miscellaneous earnings	69,012 40
Passenger earnings	516,420 11
Unpaid coupons	466,063 75
" " leased lines	107,542 00
Demand loans	354,000 00
Bills payable	571,149 25
Pekin Railroad Construction Company	7,000 00
Lafayette, Muncie and Bloom. Railroad Company	7,854 63
Lafayette, Bloom. and Miss. Railroad Company	10,153 39
	<hr/> \$40,857,084 57

ASSETS.

Road-bed and equipment	\$35,685,855 00
Stock in trust	13,145 00
Griswold, White and Worden, trustees	5,000 00
Redemption fund Great Western, 10's	3,040 65
Stock of bridge, depot, and other companies	40,874 88
Bills receivable	108,858 13
Charles H. Pierce	40,203 27
Benj. F. Ham (gold account)	766 06
D. G. Moore, chief clerk	3,027 83
Salable land (taken for debt)	101,200 00
Materials on hand	388,994 80
Taxes	115,075 33
Interest account	513,362 83
Interest account, leased line	114,345 00
Hannibal bridge	86,247 12
Roadway and structures	280,984 96
Equipment	4,123 89
Motive power and cars	575,621 73
Repairs of way and structures	223,945 77
General expenses	45,203 66
Conducting transportation	481,262 95
Overcharge account	47,926 51
Uncollected earnings	110,821 14
Keokuk and Hannibal Bridge Company	34,067 84
Pekin telegraph line	1,006 19
Decatur and State line survey	3,876 88
Attica " "	20 40
Bloomington telegraph line	3,023 42

Union Bridge Company	\$46,690 79
Decatur depot land	7,335 58
Huntington round-house land	12,000 00
Hannibal and Central Missouri Railroad	808,945 26
Leased lines	740,048 00
Due from other companies and individuals.....	210,183 70
	<hr/> \$40,857,084 57

CASUALTIES TO PERSONS IN OHIO.

Statement for the year ending June 30 of all accidents resulting in injuries to persons, giving extent and cause thereof:

July 10, 1874. Wm. Dean, Toledo yard, near switch No. 3: killed; ran on track. No report of inquest.

December 27, 1874. John Daily, switchman, Toledo yard, near "Pony-house": injured: squeezed between cabooses while coupling. Cause beyond control.

March 5, 1875. Wm. A. Moist, brakeman, Colton: killed; was switching some cars: not known until the engineer found him lying at side of track. Want of caution. Coroner did not think it necessary to hold inquest.

April 15, 1875. Frederick Korb, car repairer, Toledo yard: killed; was not at work: was leaning against an Empire Line car to shelter himself from wind and rain; two cars were started by the wind and blown along the track until they struck the car against which he was leaning, knocking him down and cutting leg off near the body, causing death in a short time. Want of caution. No report of inquest.

April 17, 1875. Lewis W. Walker, switchman, Canada Southern Junction yards: injured: arm crushed between bumpers; was inexperienced; failed to observe bumpers, and had his arm caught. Want of caution.

April 19, 1875. Andrew Judge, switchman, Toledo yard: slightly injured; hand was caught between bumpers while coupling. Want of caution.

April 20, 1875. Richard Powers, switchman, Toledo yard: injured; heel of his boot caught as he was stepping out from between cars, throwing him down and car wheel passed over his heel, crushing it, and the flange of the wheel cutting a bad gash in the fleshy part of the thigh. Want of caution.

May 10, 1875. Wesley Welch, engine hostler, Toledo coal yard: injured; while having engine No. 58 loaded with coal he got on top the tender-box for the purpose of leveling the pile and breaking the large lumps, when his foot slipped and he fell to the ground, striking a car in his descent, breaking one of his arm bones, besides receiving some internal injuries. Want of caution.

RECAPITULATION.

Killed—Employés—From want of caution	2
Others—trespassing on track, etc	1
Total	<hr/> 3
Injured—Employés—from want of caution.....	5

OFFICERS.

Directors—A. B. Baylis	New York City.
Sidey Dillon	" "
Milton Courtwright	" "
Augustus Schell	" "

Directors—George I. Seney	New York City.
A. M. White	“ “
David Dows	“ “
John Ross	“ “
E. C. Benedict	“ “
J. W. Ellis	“ “
J. T. Martin	“ “
W. B. Isham	“ “
Wm. L. Scott	Erie, Penn.
J. D. Cox	Toledo, Ohio.
C. M. Smith	Springfield, Ill.
President and Receiver, Jacob D. Cox	Toledo, Ohio.
Auditor, Allyn Cox	“ “
Treasurer and Secretary, Wm. B. Corneau	“ “
Assistant Treasurer and Secretary, Benj. F. Ham	New York City.
General Superintendent, R. Andrews	Toledo, Ohio.
Superintendent Eastern Division, K. H. Wade	Lafayette, Ind.
Superintendent Western Division, C. W. Bradley	Springfield, Ill.
Chief Engineer, Robert Andrews	“ “
General Ticket Agent, Wm. L. Malcolmu	Toledo, Ohio.
General Freight Agent, Jno. M. Osborn	“ “
Assistant General Freight Agent, Charles Knox	“ “
Purchasing Agent, James T. Sterling	“ “

State of Ohio, County of Lucas, ss :

Jacob D. Cox, Receiver of the Toledo, Wabash and Western Railway Company, being duly sworn, deposes and says that having carefully examined the foregoing statements prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1875.

(Signed)

J. D. Cox, *Receiver.*

Subscribed and sworn to before me, this 4th day of October, A.D. 1875.

[SEAL.]

JEROME H. RUSSELL, *Notary Public.*

VALLEY RAILWAY COMPANY.

The location of the line has been extended during the past year from Canton to a junction with the surveys of the Wheeling and Lake Erie Railroad in Fairfield township, Tuscarawas county, 73.80 miles from Cleveland. The work of grading that portion of the line was begun in the spring of the present year, and is being actively prosecuted.

PROPOSED LINE.

From Cleveland via Akron and Canton to Martinsville..... 130 miles.
Length graded not laid with rail..... 42.30 "

On what portion of line ?

Between Cleveland and Canton, 41.80 miles; between Canton and Mineral Point, Tuscarawas county, 5-10 of a mile.

CONSTRUCTION ACCOUNT.

All expenditures for construction, etc., up to June 30, 1875, inclusive :

Right of way	\$106,869 72	
Civil engineering.....	45,749 90	
Grading and masonry.....	511,002 68	
Bridges	28,154 03	
Cross-ties	72,059 11	
Fencing	278 36	
Interest and discomt	26,263 42	
Contingent expenses.....	39,760 37	
		\$830,137 59

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized.....	\$3,000,000 00	
Amount subscribed.....	925,300 00	
Amount issued	582,550 00	
Par value of shares.....	\$50 00	
Amount paid in—common		671,606 49
Increase since June 30, 1874.....	110,458 70	
Stockholders residents of Ohio, 694.		
Amount of stock held by them June 30, 1875	577,650	
Location of transfer offices out of this State : None.		

DEBT.

Funded debt : None.

Unfunded debt contracted for construction, equipment or real estate.....	\$170,318 23
Increase since June 30, 1874.....	\$11,466 31
Cash, securities, debit balances, etc., available to pay- ment	\$14,951 89
Unpaid subscriptions.....	253,693 51
	\$268,645 40

Total of paid-in stock and debt	\$841,924 72
Value of real estate owned, exclusive of roadway.....	15,000 00

CHARACTERISTICS, Etc.

BRIDGES AND TRESTLES.

Wood bridges, 17 ; greatest age, 2 years ; aggregate length, 884 feet.

Trestles, 3 ; " 2 " " " 1,764 feet.

One bridge built within the year ending June 30:

Howe truss, at Furnace Run, 60 feet.

RECEIPTS AND EXPENDITURES FOR YEAR ENDING JUNE 30.

RECEIPTS.	
Payments on capital stock	\$110,458 70
Increase of floating debt	11,466 31
	<hr/> \$121,925 01
EXPENDITURES.	
Interest on floating debt	\$19,611 50
Taxes	233 99
General expenses of organization	11,834 37
Construction of new work	70,293 34
Additional real estate	25,214 69
	<hr/> \$127,187 89

GENERAL BALANCE SHEET, JULY 1, 1875,

Taken after making all proper entries affecting or pertaining to the business and transactions of the line and company to date.

LIABILITIES.	
Capital stock	\$671,606 49
Donations	5,000 00
Bills payable	149,823 21
Labor and supply accounts	20,495 02
	<hr/> \$846,924 72
ASSETS.	
Construction	\$-30,137 59
Tools and material	1,835 24
Cash	3,699 74
Bills receivable	10,933 18
Individual accounts	318 97
	<hr/> \$846,924 72

OFFICERS.

Directors—James Farmer	Cleveland, Ohio.
A. B. Stone	" "
N. P. Payne	" "
L. M. Coe	" "
H. M. Flagler	" "
D. L. King	Akron, "
J. F. Seiberling	" "
James A. Saxton	Canton, "
George Cook	" "
President, David L. King	Akron, "
Vice-President, James Farmer	Cleveland, "
Treasurer, S. T. Everett	" "
Secretary, L. D. Clarke	" "
Chief Engineer, P. H. Dudley	" "

State of Ohio, County of Cuyahoga, ss :

David L. King, President of the Valley Railway Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1875.

(Signed)

D. L. KING, *President.*

Subscribed and sworn to before me, this 30th day of August, A.D. 1875.

[SEAL.]

LOUIS D. CLARKE, *Notary Public.*

WHEELING AND LAKE ERIE RAILROAD COMPANY.

PROPOSED LINE.

From Wheeling, West Virginia, via Lodi, Ohio, to Toledo, Ohio, 193 miles.

Length graded not laid with rail, 30 miles.

On what portion of line? In Harrison, Stark, Wayne, Medina and Huron counties, near Hopedale, Navarre, Dalton, Pike Station, Lodi, Spencer, Norwalk and Milan.

CONSTRUCTION ACCOUNT.

All expenditures for construction up to June 30, 1875, inclusive:

Right of way	\$1,270 00	
Civil engineering	12,415 00	
Grading and masonry	37,000 00	
Fencing	100 00	
Contingent expenses	25,148 05	
		<u>\$75,933 05</u>

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized	\$8,700,000 00	
Amount subscribed	645,850 00	
Par value of shares	\$50 00	
Total paid in—common		35,072 00
Increase since June 30, 1874	13,868 21	

DEBT.

First mortgage 7 per cent. bonds, due May, 1904		4,900 00
Unfunded debt contracted for construction, equipment or real estate	11,000 00	
Unfunded debt contracted for other purposes	24,961 05	
Amount of debt not secured by mortgage		\$35,961 05
Increase since June 30, 1874	\$16,400 11	
Total debt liabilities	40,861 05	
Total of paid-in stock and debt		<u>\$75,933 05</u>

RECEIPTS AND EXPENDITURES FOR YEAR ENDING JUNE 30.

RECEIPTS.

Payments on capital stock	\$13,868 21	
Increase of floating debt	16,400 11	
		<u>\$30,268 32</u>

EXPENDITURES.

Right of way	\$113 00	
Civil engineering	3,000 00	
Grading and masonry	18,200 00	
Contingent expenses	8,955 32	
		<u>\$30,268 32</u>

OFFICERS.

Directors—Joel Wood.....	Martin's Ferry, Ohio.
Thomas W. Chapman.....	Navarre, “
Simon Beiter.....	Zoar, “
Joseph Bell.....	Wheeling, West Va.
R. H. Cochran.....	“ “
Nathan Hussey.....	Smithfield, Ohio.
Cyrus McNeely.....	Hopedale, “
E. D. Otis.....	Dalton, “
F. G. Lockwood.....	Milan, “
Henry Ainsworth.....	Lodi, “
A. W. Hendry.....	Sandusky, “
N. G. Sherman.....	Norwalk, “
L. M. Roby.....	Leesville, “
President, Joel Wood.....	Martin's Ferry, Ohio.
Treasurer, Nathan Hussey.....	Smithfield, Ohio.
Secretary, R. H. Cochran.....	Wheeling, West Va.
Chief Engineer, A. K. Robinson.....	Ravenna, Ohio.

State of Ohio, County of Belmont, ss:

Joel Wood, President of the Wheeling and Lake Erie Railroad Company, being duly sworn, deposes and says that having carefully examined the foregoing statements, prepared by the proper officers and agents of said company from its books and records, he declares them to be a true and full exhibit of the condition and affairs thereof on the 30th day of June, A.D. 1875.

[Signed]

J. WOOD, *President.*

Subscribed and sworn to before me, this 23d day of October, A.D. 1875.

JAMES H. DRENNEN, *Justice of the Peace.*

RAILROAD COMPANIES ORGANIZED.

The following reports of railway companies who have organized by election of officers, etc., have been made in accordance with the provisions of "an act further prescribing the duties of secretaries of railroad and telegraph companies in the State of Ohio," passed April 24, 1873.

ATLANTIC AND SOUTH EASTERN RAILWAY COMPANY.

PROPOSED LINE.

From, at or near New Lisbon, via Salineville and Hopedale to Portland, 55 miles.

Line permanently located from Cincinnati and Pittsburgh Railroad over Salineville Railroad; thence south via Nebo and Amsterdam to Hopedale—distance about 25 miles. Preliminary surveys have been made as far south as Adona, Jefferson county.

Right of way—free.

Fencing—stock contract with the owners on part of line.

Contingent expenses, so far incurred (\$1,000.00), have been paid by private contribution. The Company contracted for Salineville Railroad on conditions—price fixed at \$45,000—three equal payments: first payment on completion of road to Salineville; balance yearly.

CAPITAL STOCK.

Amount authorized	\$500,000 00
Amount subscribed	100,000 00
Par value of shares	\$50
Amount paid in: No installments have as yet been called.	

OFFICERS.

Directors—Joseph G. Lacock	Salineville, Ohio.
James Farmer	Cleveland, "
P. D. Cooper	" "
C. C. Adams	Scroggsfield, "
Thomas McConnahay	Amsterdam, "
Patrick Cunningham	" "
Leslie Copeland	Hopedale, "
A. B. Paul	" "
Ezra Frost	New Lisbon, "
President—Joseph G. Lacock	Salineville, "
Treasurer—Thomas McConnahay	Amsterdam, "
Secretary—A. B. Paul	Hopedale, "

COLUMBUS AND MINERAL VALLEY.

PROPOSED LINE.

From Columbus to a connection with Atlantic and Lake Erie Railway near Baltimore, Fairfield county	26 miles.
Length graded not laid with rail	None.

CONSTRUCTION ACCOUNT.

All expenditures for construction, etc., up to June 30, 1875, inclusive:

Civil engineering	\$879 65
Interest and discount	62 86
Contingent expenses	66.00
	<hr/> \$1,008 51

STOCK AND DEBT.

CAPITAL STOCK.

Amount authorized	\$300,000 00
Amount subscribed	100,000 00
Par value of shares	\$50 00

DEBT.

Amount of debt not secured by mortgage	\$1,033 00
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OFFICERS.

Directors—John M. Pugh	Columbus, Ohio.
R. F. Burt	“ “
F. C. Sessions	“ “
John C. English	“ “
Theodore Leonard	“ “
P. Hess	“ “
A. M. Huston	Zanesville, “
[Two vacancies.]	
President—John M. Pugh	Columbus, Ohio.
Vice-President—R. F. Burt	“ “
Treasurer—Theodore Leonard	“ “
Secretary—Frank C. Burt	“ “

CONTINENTAL RAILWAY COMPANY.

This is a consolidated company, having a line of railway, which it is authorized to construct and operate, extending from Council Bluffs, on the Missouri River, across the States of Iowa, Illinois, Indiana, Ohio, Pennsylvania, and New Jersey, to the waters of the Hudson River or of New York harbor, and is formed by the consolidation of the New York Western Railway Company, of Iowa; the Muscatine, Kewanee and Eastern Railroad Company, of Illinois; the Fort Wayne and Pacific Railroad Company, of Indiana; the North American Railway Company, of Ohio;

the Continental Railway Company, of Pennsylvania, and the New Jersey Tube Transportation Company, of New Jersey.

Articles filed in office of Secretary of State of Ohio June 25, 1872. (Record of Incorporations, No. 10, p. 260.) Capital stock, \$10,000,000.

The companies included were new lines, but recently organized, and on which some preliminary work had been done at date of consolidation. No progress has been reported since to this office. The local companies retain separate organizations, offices, and boards of directors in their respective States.

The Continental Railway Company thus organized has its office at No. 20 Nassau street, New York City, and under date of July 15, 1875, makes the following report:

The following list of the names, residences, and post-office addresses of the Directors of this Company, as the board is now constituted, is transmitted for file in your office:

Wm. H. Wood.....	Jersey City, N. J.
Wm. C. Kibbe.....	Brooklyn, N. Y.
E. V. Bronson	Kewanee, Ill.
R. S. Dwiggin.....	Rensselaer, Ind.
George D. Bates.....	Akron, Ohio.

(One vacancy.) Term expires the third Wednesday of June, 1877.

John R. McPherson.....	Jersey City, N. J.
Wm. M. Parks.....	Brooklyn, N. Y.
Wm. H. Merrill.....	Des Moines, Iowa.
Thomas P. Johnston	Trenton, N. J.

(Two vacancies.) Term expires the third Wednesday of June, 1876.

James E. Abbott.....	Brooklyn, N. Y.
F. W. Hughes	Pottsville, Pa.
Silas M. Hibbard.....	Brooklyn, N. Y.
George Greene.....	Cedar Rapids, Iowa.
James M. Coleman.....	Flatlands, N. Y.

Term expires the third Wednesday of June, 1875.

No election having taken place on the third Wednesday of June last, the directors, whose terms expired on that date hold over until their successors are duly elected and qualified.

J. M. COLEMAN, *Secretary.*

DAYTON AND SOUTH EASTERN RAILROAD COMPANY.

OFFICERS ELECTED JANUARY 12, 1875.

Directors—Robt. G. Corwin.....	Dayton.
Daniel Keifer.....	“
Daniel E. Mead.....	“
Wm. P. Callahan.....	“
A. Hiveling.....	Xenia.
M. C. Allison.....	“
A. J. Christopher.....	Jamestown, Greene Co.
J. L. Persinger.....	Plymouth, Fayette Co.
S. N. Yeoman.....	Washington C. H.
Milton Hegler.....	“
D. C. Anderson.....	Frankfort, Ross Co.
L. G. Delano.....	Chillicothe.
T. W. Woodrow, Jr.	“
H. F. Austin.....	Wellston, Jackson Co.
J. T. Halliday.....	Gallipolis.
President, S. N. Yeoman.....	Washington C. H.
Vice-President, R. G. Corwin.....	Dayton.
Treasurer, John S. Ankeny.....	Xenia.
Secretary, Walter B. Pease.....	Dayton.
General Manager, E. Halbert.....	“

FEDERAL CREEK VALLEY RAILROAD COMPANY.

OFFICERS ELECTED JULY 30, 1875.

Directors—D. B. Stewart.....	Athens.
L. N. Hale.....	Amesville, Athens Co.
Wm. Boileau.....	“ “
Jas. A. Henry.....	“ “
S. J. Wells.....	“ “
P. B. Vore.....	Joy, Morgan Co.
Geo. M. Penn.....	“ “
David Moody.....	Log Cabin, Morgan Co.
Lewis F. Parsons.....	“ “
Geo. S. Davis.....	Marietta.
Athur B. Pond.....	Malta, Morgan Co.
Jno. F. Welsh.....	Nelsonville.
S. M. Kilvert.....	Chillicothe.
President, D. B. Stewart.....	Athens.
Treasurer, J. Morrow.....	Big Run, Wash'ton Co.
Secretary, S. N. Hobson.....	Joy, Morgan Co.

LAKE ERIE, ALLIANCE AND WHEELING RAILROAD COMPANY.

OFFICERS REPORTED JULY 12, 1875.

Directors—Hugh Bleakley	Alliance, Stark Co.
Elisha Teeters	“ “
W. F. Hart	“ “
Alfred Wright	“ “
I. N. Ross	“ “
Lewis Scott	Waynesburgh, Stark Co.
John Wilson	Deerfield, Portage Co.
J. M. Church	Palmyra, “
A. B. Merrill	Newton Falls, Trumbull Co.
President, Hugh Bleakley	Alliance.
Vice-President, Alfred Wright	“
Solicitor, W. F. Hart	“
Treasurer, Elisha Teeters	“
Secretary, Linus Ely	“

MASSILLON AND COSHOCTON RAILWAY COMPANY.

OFFICERS REPORTED JULY 2, 1875.

Directors—W. S. Streator	Cleveland.
R. B. Dennis	“
W. L. Holden	“
F. C. Goff	“
J. C. Fisher	Coshocton.
A. H. Slayton	“
E. T. Spangler	“
Clement Russell	Massillon.
R. P. Luce	Hartwick, Otsego Co., N.Y.
President, R. B. Dennis	Cleveland.
Treasurer, F. C. Goff	“
Secretary, W. L. Holden	“

PAINESVILLE, CANTON AND BRIDGEPORT NARROW-GAUGE RAILROAD COMPANY.

PROPOSED LINE.

From Painesville, via Canton, to Bridgeport	140 miles.
Length graded not laid with rail	None.

This company was organized in April. Some preliminary surveys made, expenses paid by the officers of the company. No call yet made on the stockholders.

OFFICERS.

Directors—A. Waddell	Minerva.
E. McGuire	Carrollton.
E. R. Eckley	“
S. Weaver	Minerva.
P. A. Painter	“
D. Eckley	“
H. Beidler	“
President, A. Waddell	“
Treasurer, P. A. Painter	“
Secretary, H. Beidler	“

 SCIOTO VALLEY RAILWAY COMPANY.

Certificate of incorporation filed with Secretary of State February 24, 1875. (Record of Incorporations, No. 14, p. 464.)

PROPOSED LINE.

From Columbus, via Chillicothe, to Portsmouth, about..... 90 miles.

About \$5,000 has been expended in the engineer's department.

CAPITAL STOCK.

Amount authorized	\$2,000,000
Amount subscribed	450,000
Amount paid in: None.	

OFFICERS.

Directors—Wm. Monypeny	Columbus.
E. T. Mithoff	“
T. Ewing Miller	“
John G. Mitchell	“
John C. English	“
Sam'l Thomas	“
Edward Smith	Circleville.
L. G. Delano	Chillicothe.
Wells A. Hutchins	Portsmouth.
President, T. Ewing Miller	Columbus.
General Manager, Geo. T. Chapman	
General Solicitor, M. A. Daugherty	Columbus.
Treasurer, F. C. Sessions	“
Secretary, W. Neil Demison	“
Chief Engineer, J. Huntoon	

 TOLEDO AND GRAND RAPIDS RAILROAD COMPANY.

PROPOSED LINE.

From Toledo, Ohio, via Maumee City and Waterville, to Grand Rapids, Ohio, 24 miles.

Length graded not laid with rail: No grading done.

Right of way practically obtained without cost.

CAPITAL STOCK.

Amount authorized	\$200,000 00
Amount subscribed	20,000 00

OFFICERS.

Directors—D. W. H. Howard	Wauseon, Ohio.
T. M. Cook	Toledo, “
C. H. Coy	“ “
Geo. W. Reynolds	Maumee City, Ohio.
Geo. Laskey	Grand Rapids, “
Geo. P. Hinsdale	“ “
Thomas Pray	Waterville, “
President, D. W. H. Howard	Wauseon, Ohio.
Vice-President, Geo. P. Hinsdale	Grand Rapids, Ohio.
Solicitor, John C. Lee	Toledo, “
Treasurer, Geo. Laskey	Grand Rapids, “
Secretary, C. W. Shoemaker	Waterville, “
Chief Engineer, O. E. M. Howard	Toledo, “

YOUNGSTOWN, NEWTON FALLS AND RAVENNA RAILROAD
COMPANY.

OFFICERS REPORTED JULY 19, 1875.

Directors—C. H. Andrews	Youngstown, Ohio.
James F. Porter	Newton Falls, “
Nelson Spencer	“ “
W. C. Andrews	Cleveland, “
L. G. Andrews	Youngstown, “
John Hutchins	Cleveland, “
Ben. Cunningham	Youngstown, “
President, C. H. Andrews	Youngstown, Ohio.
Secretary and Treasurer, Ben. Cunningham	“ “

REPORTS
OF
TELEGRAPH COMPANIES,
FOR THE YEAR ENDING JUNE 30, 1875.

HILLSBOROUGH TELEGRAPH COMPANY.

[TERMINI, HILLSBOROUGH AND BLANCHESTER, OHIO.]

STOCK AND DEBT.

Amount of capital stock authorized by law.....	\$2,500 00
Par value of shares, \$25.00 each; number of shares issued	67
Amount paid in on each share.....	\$25 00
Total amount of capital stock paid in June 30, 1875.....	1,675 00
Amount of funded debt.....	None.
Amount of floating debt.....	None.

Date and rate per cent. per annum of dividends within the year, 15 per cent., namely: \$1.50 December 4, 1874, and \$2.25 June 30, 1875, per share.

COST OF LINE AND EQUIPMENT.

Construction and equipment, including stations, etc., to June 30, 1875.....	\$2,810 93
Value of real estate owned by company, exclusive of line	Nothing.

CHARACTERISTICS OF LINE.

Length of main line (poles) from Hillsborough to Blanchester	21 miles.
Length of wire, galvanized	21 "
Increase within the year ending June 30.....	None.
Number of stations	4
Number of poles to the mile (estimated).....	25
Number of persons employed in operating and maintaining the line.....	4
Number of miles of poles used jointly with railroad companies	None.

TARIFF FOR TRANSMISSION OF MESSAGES.

For ten words, 40 cents; each additional word, 3 cents.

What additional charge is made for insuring delivery of messages by repeating or otherwise? None insured.

Number of messages sent within the year ending June 30	609
Number of messages received within the year ending June 30	734
Number of same repeated, on which an additional charge has been made.....	None.

Are messages other than government sent in the order received? Yes.

If not, to what classes do you give preference? None.

RECEIPTS AND EXPENSES FOR YEAR ENDING JUNE 30, 1875.

Gross receipts and earnings of entire line.....	\$741 93
Gross expenses for maintenance of line, salaries, amount paid employes, etc....	479 48

SUMMARY OF PAYMENTS.

For dividends	\$251 25
For taxes	Nothing.

OFFICERS.

Directors—James Brown.....	Hillsborough, Ohio.
F. F. Kibler	“ “
C. M. Overman	“ “
President, James Brown.....	Hillsborough, Ohio.
Secretary, F. F. Kibler	“ “
Treasurer, C. M. Overman.....	“ “

State of Ohio, County of Highland, ss:

Personally appeared before me, a probate judge in and for said county, James Brown, President of the Hillsborough Telegraph Company, who, being duly sworn, deposes and says that the foregoing statements of the affairs of said company, on the 30th day of June last, are true and correct, as he verily believes.

(Signed) JAMES BROWN, *President.*

Subscribed and sworn to before me, at Hillsborough, Ohio, this 31st day of July, A.D. 1875.

[SEAL.] J. C. NORTON, *Probate Judge.*

WESTERN UNION TELEGRAPH COMPANY.

STOCK AND DEBT.

Amount of capital stock.....	\$41,073,410 00
Par value of shares, \$100; number of shares issued.....	410,734
Amount paid in on each share	\$100
Total amount of capital stock paid in June 30, 1875 (of which \$7,285,935 is owned by the company).....	41,073,410 00
Amount of funded debt.....	6,767,160 00
Amount of floating debt.....	None.
Total amount of paid-in stock and debt, June 30, 1875	\$47,840,570 00
Date and rate per cent. per annum of dividend or dividends within the year (July 15, October 15, January 15, April 15)	8 per cent.

COST OF LINE AND EQUIPMENT.

Construction and equipment, including stations, etc., to June 30, 1875—(the greater part of this property having been acquired by consolidation with other companies whose books and papers are not in our possession, the cost can not now be stated.)

Value of real estate owned by company, exclusive of line.....	\$2,836,936 73
Value of real estate owned by company in Ohio.....	None.

CHARACTERISTICS OF THE LINE.

Length of main line (poles), about	72,500 miles.
Length of main line within the State of Ohio, about.....	4,970 "
Length of submarine cables—entire line, about 138 miles; in Ohio, about	12 "
Length of wire—entire line.....	180,000 "
Length in the State of Ohio (plain, about 2,400, galvanized, about 10,300)	12,700 "
Number of stations—entire line, about 6,500; in Ohio, about	440
Number of poles to the mile.....	20 to 35
Number of persons employed in operating and maintaining the line, about	10,000
Number employed in Ohio, about	600

Number of miles of poles used jointly with railroad companies in Ohio: Nearly all.
Have the railroad companies a line of wire for their sole use? Generally they have.

TARIFF FOR TRANSMISSION OF MESSAGES.

Distances.	Rate for ten words.	Each additional word.
For 100 miles or under.....	25 to 50 cents.	2 cents.
100 " and under 200	50 "	3 "
200 " " 400	75 "	5 "
400 " " 500	100 "	7 "

Adding 25 cents for each 200 miles up to 1,000 miles. Have no rate exceeding \$2.50.
(Night messages are transmitted at one-half of the rates given in this table.)

What additional charge is made for insuring delivery of messages by repeating or otherwise? None.

Number of messages sent within the year ending June 30, about 16,000,000; in Ohio: No separate record kept with each State.

Are messages other than government sent in the order received? Yes.

RECEIPTS AND EXPENSES FOR THE YEAR ENDING JUNE 30, 1875.

Gross receipts and earnings of entire line	\$9,564,574 60
Gross earnings of line in Ohio: No account kept of earnings in each State.	
Gross expenses for maintenance of line, salaries, amount paid employés, etc	6,518,259 16
Gross expenses in Ohio: No account kept of expenses in each State.	

SUMMARY OF PAYMENTS.

For construction of new lines and purchase of telegraph property: From earnings of current year.

For interest	\$336,448 39
For dividends	2,702,354 00
For taxes—entire line, \$72,905.17 ^b ; in Ohio	12,953 89
For surplus fund	7,513 05

OFFICERS.

Directors—William Orton	New York City.
James H. Banker	"
A. B. Cornell	"
Harrison Durkee	"
Norvin Green	"
Joseph Harker	"
E. D. Morgan	"
Augustus Schell	"
W. K. Thorn	"
C. Vanderbilt	"
Frank Work	"
C. W. Chapin	"
W. G. Hunt	"
David Jones	"
C. Livingston	"
James Milliken	Philadelphia, Pa.
L. P. Morton	New York City.
O. A. Palmer	"
G. M. Pullman	Chicago, Ill.
E. S. Sanford	New York City.
John Steward	"
Moses Taylor	"
Daniel Torrance	"
W. H. Vanderbilt	"
W. R. Vermilye	"

^b Included in expenses.

Directors—E. B. Wesley	New York City.
E. D. Worcester	“
O. D. Mills	San Francisco.
President—William Orton	New York City.
Vice-Presidents—A. B. Cornell, Geo. H. Mumford (since deceased), Nor-	
vin Green, Augustus Schell, Harrison Durkee	“
Secretary—Geo. H. Mumford (since deceased)	“
Treasurer—R. H. Rochester	“
General Superintendent—Anson Stager	Chicago, Ill.

State of Illinois, County of Cook, ss :

Personally appeared before me, a notary public in and for said county, Anson Stager, General Superintendent of the Western Union Telegraph Company, who, being duly sworn, deposes and says that the foregoing statements of the affairs of said company on the 30th day of June last are true and correct, as he verily believes.

ANSON STAGER, *General Superintendent.*

Subscribed and sworn to before me, at Chicago, Illinois, this 9th day of October, A.D. 1875.

[SEAL.]

CHAS. L. DRIESSLEIN, *Notary Public.*

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